

37

TRANSIT BOOK

N. W. P. R. R. CO.

14.113.0093



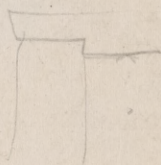
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Book

37







| Location   | Page    | T-37                                                        |
|------------|---------|-------------------------------------------------------------|
| Healdsburg | 93      | Clearance and location Central Calif Canneries Co 9/11/16 ✓ |
| Oliveito   | 94-95   | " " Oliveito Winery 9/11/16 ✓                               |
| Healdsburg | 96-97   | Calif. Canneries Assoc. Clearance & location 9/11/16 ✓      |
| Marx West  | 98      | Location trestles 60"D" & 60"E" 9/11/16 ✓                   |
| Fulton     | 99      | " " 58"D" 9/11/16 ✓                                         |
| Healdsburg | 100     | Fence as Staked at Salyome Lumber Yard 9/11/16 ✓            |
| Santa Rosa | 103     | Check New Interchange Switches 12-22-16 ✓                   |
| " "        | 104-105 | X Sections at Site of Carpenter's House 12-29-16 ✓          |



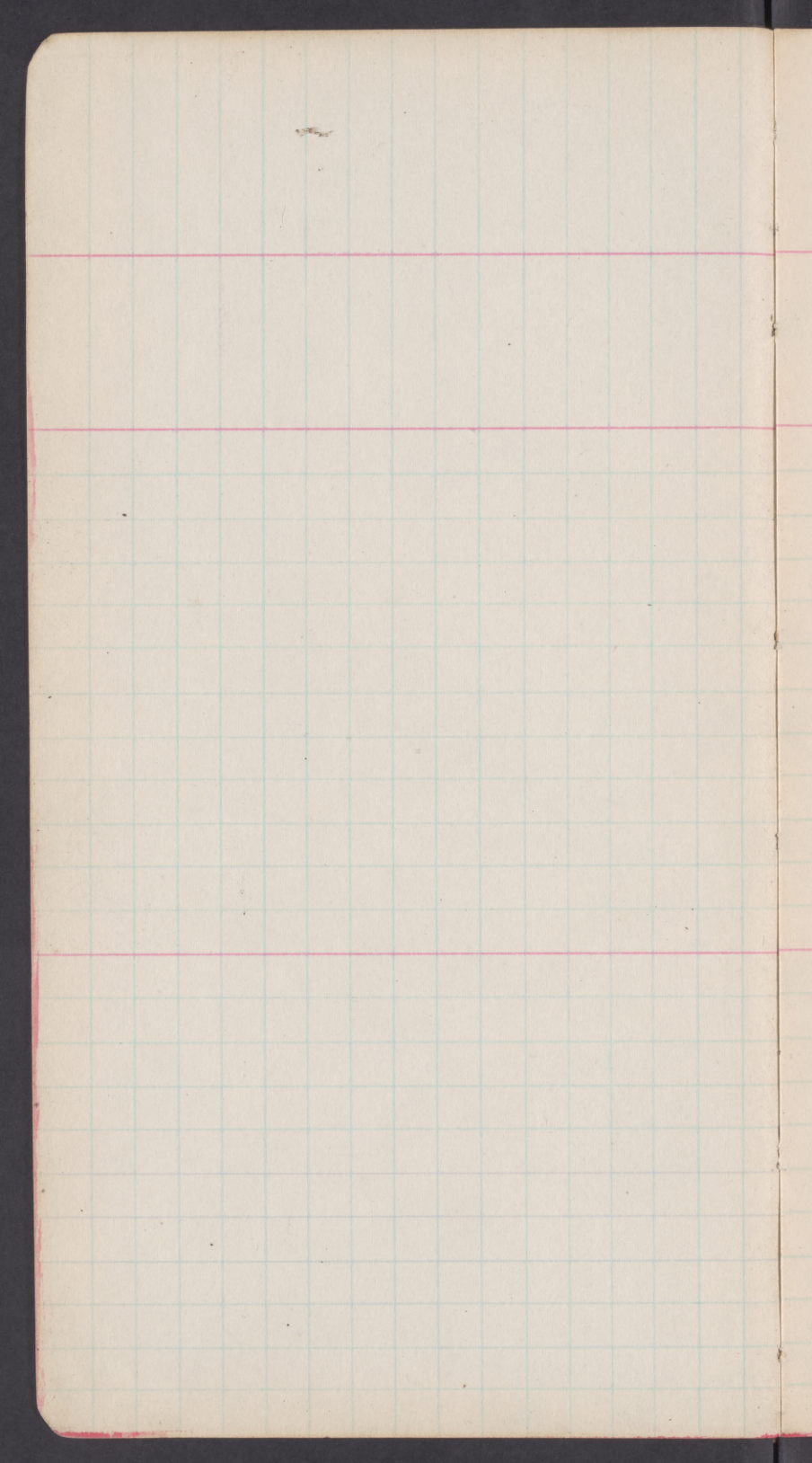
|                |       |                                                        |
|----------------|-------|--------------------------------------------------------|
| "              | 49    | Levels ✓                                               |
| Eldridge       | 50    | Location Pipe (Oil.) Sonoma Home ✓                     |
| Glenn Ellen    | 51    | " Fogani Spur ✓                                        |
| West End       | 52    | Moved Cattle Guard at Hayes St. for Box. July 3-1916 ✓ |
| Landsdale      | 56-61 | Levels & Alignment over Trestle July 26-1916 ✓         |
| Haystack       | 62-67 | " & Sections Prop. Siding bet. San Ant & Haystack ✓    |
| Growth         | 68-71 | Levels & Sections in Ditch From Culvert to Creek ✓     |
| Fulton         | 72    | Floor Plan Depot Aug. 1916 ✓                           |
| "              | 73    | Winery Clearances & Spur " ✓                           |
| Asst.          | 74    | Location of Mail Grane " ✓                             |
| Santa Rosa     | 76-83 | Data on Wye Aug 1916 ✓                                 |
| OCCIDENTAL     | 84    | Encroachments ✓                                        |
| TIBURON        | 85-86 | Levels Prop. 36" Pipe Aug-1916 ✓                       |
| Duncan's Mills | 88    | " over Old Spur ✓                                      |
| TIBURON -      | 91    | " Prop 36" Pipe ✓                                      |
| Fulton         | 92    | Relocation of Winery Spur Sept. 7-1916 ✓               |

Pages

# INDIX - T-37

|             |       |   |                                             |               |
|-------------|-------|---|---------------------------------------------|---------------|
| Detour      | 5     | ✓ | Investigation Frog - junction Switch        |               |
| Tunnel #1   | 6-8   | ✓ | Levels over top off tunnel                  |               |
| " "         | 10-13 | ✓ | X section on Tunnel                         |               |
| Petaluma    | 14    | ✓ | Cutoffs on Trestle 27-A                     | 2 new Bridges |
| Penn Grove  | 16    | ✓ | Proposed Widening of Road.                  |               |
| McNear Spur | 16    | ✓ | Drain Boxes.                                |               |
| Crow n.     | 17    | ✓ | Levels. Top Rail.                           |               |
| Sausalito   | 19-2  | ✓ | Levels on Track #6 & Grade.                 |               |
| Sausalito   | 20    | ✓ | Buildings on Schnell Property.              |               |
| Tunnel #1   | 21-22 |   | Data. ✓                                     |               |
| Healdsburg  | 25-29 |   | " on Prop. Spur for A.F. STEVENS            | June 1916 ✓   |
| "           | 31    |   | Levels " " " " ✓                            |               |
| Tunnel #1   | 33-35 |   | Realignment June 26-1916 ✓                  |               |
| "           | 37-45 |   | Grades - X Sections Ect. ✓                  |               |
| West End    | 47    |   | Curbs Gutters on 1st St. West & East sts. ✓ |               |





①



9.49

|     |      |      |      |
|-----|------|------|------|
| 392 |      | 6.95 | 2.54 |
| +50 |      | 6.82 | 1.8  |
| 93  |      | 6.77 | 2.70 |
| +50 |      | 6.62 | 51   |
| 94  | 9.49 | 6.26 | 3.23 |
| +50 | ✓    | 5.69 | 1.11 |
| 95  | ✓    | 5.15 | 4.34 |
| +50 |      | 4.66 | 100  |
| 96  | ✓    | 4.15 | 5.34 |
| +50 |      | 3.62 | 1.10 |
| 97  |      | 3.06 | 6.43 |
| +50 |      | 2.43 | 1.27 |
| 98  |      | 1.79 | 7.10 |

11.9.00

Sol. at 1100

50.20

4.74  
4.55

GP

2.90

2.93

2.54

47

#

86

3.30

3.40

6.10

6

6.09

3.90

5.79

7

5.26

4.60

4.50

4.75

9

4.46

5.50

1.00

6.50

1.20

7.70

96 1/2



WEST END.

BOL

H.

B.

EAST END

8.9

9.4

BOL.

9.05

9.35

T. E. W

6.57

"<sup>9</sup> E

1380 +

6.41

+50

6.35

70

6.05

0+50

5.77

1+00

5.55

+50

5.31

2+00

5.10

+50

4.90

3+00

4.75

4+00

4.43

5+00

4.12

6+00

L+

R+

7.8

7.66

7.48

7.33

7.09

6.98

6.78

6.02

5.68

5.50

8.05

7.80-

7.58

7.42

6.98

6.63

6.50



19B

24°

2.36

30

\* 39

3.05

3.7

5.88

8.09

8.83

6.15

top tie  
4.83

3.24

2.14

4.1

6.6

1.14

(4)



# - DETOUR

- INVESTIGATION. FBOG- JUNCTION.  
SWITCH-  
LEVELS ON TOP RAIL. ft. EV.

|                       | H.I. | Pod. |      |
|-----------------------|------|------|------|
| 398                   | 9.49 | 1.79 | 7.70 |
| +50                   |      | 2.43 | 7.06 |
| 97                    |      | 3.06 | 6.43 |
| +50                   |      | 3.62 | 5.87 |
| 96                    |      | 4.15 | 5.34 |
| 395 + 75 <sup>4</sup> |      |      |      |
| +50                   |      | 4.66 | 4.83 |
| 395                   |      | 5.15 | 4.34 |
| +50                   |      | 5.69 | 3.80 |
| 394                   |      | 6.26 | 3.23 |
| +50                   |      | 6.62 | 2.87 |
| 393                   |      | 6.77 | 2.72 |
| +50                   |      | 6.82 | 2.67 |
| 392                   |      | 6.95 | 2.54 |

~~CORRECT  
HEAD~~

ON LINE TO TIBURON-

USED SAME STATIONING.

BACKED UP.

7.70

56

7.14

56

6.58

56

6.02

56

5.46

56

4.90

56

4.34

56

3.78

56

3.22

9.49

REV

4.46

4.75

5.26

5.79

6.09

6.10

5.03

4.74

4.23

3.70

3.40

3.29



# TUNNEL #1

| STA      | +     | T      | -     | Pod    | ELEV-  |
|----------|-------|--------|-------|--------|--------|
|          |       |        |       |        | 100.0  |
| B.M      | 14.89 | 114.89 |       |        |        |
| T.P.     |       |        | 1.42  |        | 113.47 |
|          | 14.81 | 128.28 |       |        |        |
| 499+76.0 |       |        | 2.41  | 344    | 124.84 |
| T.P.     |       |        | 2.40  |        | 125.88 |
|          | 9.85  | 135.73 |       |        |        |
| 500+00   |       |        | 1.27  | 127    | 134.46 |
| T.P.     |       |        | 0.38  |        | 135.35 |
|          | 11.14 | 146.49 |       |        |        |
| +140     |       |        | 6.30  | 140    | 140.19 |
| T.P.     |       |        | 0.31  |        | 146.18 |
|          | 11.15 | 157.33 |       |        |        |
| +322     |       |        | 7.20  | 150    | 150.13 |
| T.P.     |       |        | 2.28  |        | 155.05 |
|          | 14.66 | 169.71 |       |        |        |
| +437     |       |        | 12.80 | 156.91 |        |
| +522     |       |        | 8.7   | 161.01 |        |
| +574     |       |        | 10.3  | 159.4  |        |
| +594     |       |        | 10.3  | 159.4  |        |
| +642     |       |        | 7.6   | 162.1  |        |
| T.P.     |       |        | 0.87  |        | 168.84 |

SUB-GRADE

ELEV - 1<sup>ST</sup> PT.  
OUT.

~~104.45~~ ✓  
~~104.47~~ 20.37 ✓ 20.52

~~104.45~~  
~~104.71~~ ✓ 29.75 ✓ 30.00

~~104.60~~  
~~104.85~~ ✓ 35.34 ✓

~~104.70~~  
~~105.03~~ ✓ 45.1 ✓

~~104.90~~  
~~105.10~~ 51.15 51.76 ✓

~~105.00~~ 105.24 55.77 ✓

~~105.03~~ 105.28 54.12

~~105.10~~ 105.31 54.09

~~105.10~~ 105.35 56.75 ✓



| STA.      | +                     | -      | Rod  | ELEV.  |
|-----------|-----------------------|--------|------|--------|
|           | 15 05                 | 183 89 |      |        |
| 581 + 162 |                       |        | 10 3 | 173.59 |
| 1 + 637   |                       |        | 1 01 | 182.88 |
| T.P.      |                       | 0 11   |      | 183.78 |
|           | 14 85                 | 198 63 |      |        |
| + 810     |                       |        | 11 3 | 187.33 |
| 2 + 305   |                       |        | 2 77 | 195.86 |
| T.P.      | on top of stake 1 87  |        |      | 196.76 |
|           | 9 10                  | 205 86 |      |        |
| 2 + 614   |                       |        | 6 9  | 198.26 |
| 3 + 00    |                       |        | 5 1  | 200.76 |
| + 50      |                       |        | 6 6  | 199.26 |
| 4 + 00    |                       |        | 14 2 | 191.66 |
| T.P.      | on top of stake 13 35 |        |      | 192.51 |
|           | 0 65                  | 193 16 |      |        |
| 4 + 50    |                       |        | 11 4 | 181.76 |
| T.P.      |                       | 14 31  |      | 178.85 |
|           | 1 35                  | 180 20 |      |        |
| + 77      |                       |        | 5 0  | 175.2  |
| 5 + 00    |                       |        | 10 2 | 170.0  |
| T.P.      |                       | 14 43  |      | 165.71 |
|           | 1 32                  | 167 03 |      |        |

SUB. GRADE

FLY.

VERT.  
CUT.

105.62 105.87 ✓ 67.72 ✓  
106.1 106.35 ✓ 76.53 ✓

106.27 106.52 ✓ 80.81 ✓  
106.77 107.02 ✓ 88.84 ✓

107.07 107.32 91.64 ✓  
107.46 107.71 93.05 ✓  
107.96 108.21 91.05 ✓  
108.46 108.71 82.95 ✓

108.96 109.21 72.55 ✓

109.33 109.48 65.72 ✓  
109.71 60.29  
109.46



| STA                     | +      | -      | Red | ELEV.  |
|-------------------------|--------|--------|-----|--------|
| 5+30                    | 167.03 |        | 48  | 167.23 |
| +50                     |        |        | 81  | 158.3  |
| T.P.                    |        | 1366   |     | 153.37 |
|                         | 029    | 153.61 |     |        |
| +62                     |        |        | 31  | 149.91 |
| +70                     |        |        | 125 | 141.1  |
| T.P.                    |        | 1467   |     | 138.24 |
|                         | 006    | 1392   |     |        |
| +74                     |        |        | 22  | 136.8  |
| +85                     |        |        | 86  | 130.4  |
| Top of arch East Portal |        |        | 102 | 129.0  |
| T.P.                    |        | 1486   |     | 124.14 |
|                         | 144    | 125.58 |     |        |
| B.M. E. Portal          |        | 1343   |     | 112.15 |

SUB. GEAR

ELEV-

~~110.01~~

109.76

52.22 ✓

~~110.21~~

109.95

48.1 ✓

~~110.32~~

110.1

39.59

~~110.41~~

110.16

30.69

~~110.45~~

110.2

26.35 ✓

~~110.56~~

110.31

19.84



STA + K - Bod ELEV.

SUB-GEAR

LEY.



— SEC

LT.

007.

ET.

HT. WEST

|       |      |      |      |      |      |      |       |
|-------|------|------|------|------|------|------|-------|
| 403   | 40.5 | 29.5 | 25.5 | 13.5 | 15.4 | 30.4 | 20.4  |
| 54    | 53   | 36   | 30   | 19.5 | 10   | 10   | 0.    |
| fence |      |      |      |      |      |      | 20.62 |

ET.

|       |      |      |      |      |      |      |      |      |
|-------|------|------|------|------|------|------|------|------|
| 45.0  | 44.5 | 46.5 | 40.5 | 37.3 | 32.3 | 29.8 | 31.3 | 29.8 |
| 75    | 60   | 54   | 44   | 39.5 | 29.5 | 15   | 5    | 0    |
| fence |      |      |      |      |      |      |      | 20.0 |

LT.

|     |      |      |      |      |      |      |
|-----|------|------|------|------|------|------|
| 46. | 44.8 | 40.2 | 37.8 | 38.7 | 34.9 | 35.3 |
| 56. | 50   | 39   | 24.  | 19.5 | 11.5 | 0    |

LT.

|      |      |      |     |    |      |      |      |
|------|------|------|-----|----|------|------|------|
| 51.7 | 51.2 | 50.5 | 50. | 48 | 51.2 | 44.4 | 45.1 |
| 71.  | 61.  | 51   | 41. | 30 | 23.5 | 12   | 0.   |

|      |      |      |      |      |      |
|------|------|------|------|------|------|
| 53.3 | 51.9 | 52   | 49.7 | 52.8 | 51.8 |
| 85   | 50.  | 27.5 | 18   | 12   | 0.0  |

|      |      |      |
|------|------|------|
| 57.7 | 56.3 | 56.8 |
| 70   | 37   | 0    |

TIONS.

# TUNNEL #1.

(6)

449+76<sup>0</sup>

Eight

POTAL-

LTV

20.4 15.8 14.8 19.0 22 32.4 34 37.8  
10 11 19 31.8 34.5 42 50.5 59 fence  
20.6<sup>0</sup> <sub>46</sub>  
<sub>60</sub>

LTV

27.8 30.3 33.3 36.8 40.3 43.8  
8.5 21.5 36.5 46.0 51. fence. 53

500+100

BT

36.3 37.5 45 49.1 48.0  
13.0 32 50 58 62  
<sub>46</sub>  
<sub>60</sub>

500+114

BT

500+132 45.1 49.2 51 51 51.0  
28 37 42 53 fence. 82.5

53.5 49.6 52 52.8 52  
15 25.5 36.5 50 80.

500+111

58.2 58.6  
50 80

500+114



4.

1416.2

72.2  
100

67.7  
0

|      |      |      |       |
|------|------|------|-------|
| 89.4 | 82.3 | 78.6 | 463.7 |
| 140  | 90   | 40   | 76.5  |
|      |      |      | 0     |

1481.0

|       |      |      |      |
|-------|------|------|------|
| 88.2  | 85.3 | 82.6 | 88.8 |
| 109.5 | 83.5 | 50   | 0    |

2130.

|       |     |      |      |      |
|-------|-----|------|------|------|
| 109.0 | 103 | 98.8 | 94.8 | 88.8 |
| 132.5 | 112 | 84   | 50   | 0    |

|       |       |       |      |      |
|-------|-------|-------|------|------|
| 112.3 | 106.3 | 101.6 | 97.8 |      |
| 137   | 100   | 77    | 50   | 91.6 |
|       |       |       |      | 0    |

|       |     |       |      |
|-------|-----|-------|------|
| 122.8 | 113 | 101.8 | 93.0 |
| 150   | 100 | 50    | 0    |

|       |       |       |       |      |
|-------|-------|-------|-------|------|
| 123.1 | 113.4 | 105.7 | 102.0 | 91.0 |
| 139.0 | 100   | 57.5  | 50    | 1    |

~~27.~~

67.4  
50      66.0  
100

76.2      75.4  
50      100

79.2      78.2      79.2  
50      73      100

✓  
86.9      83.1      82.3  
50      89      100

88      84.7  
50      100      2+61

87.8      84.8  
50      100      3+00

88.0      82.8  
50      100      2+00



LT.

4+00

121.7 111.7 99.1 94.4 83.0  
145 100 50 37 0

119.2 115.1 95.7 85.7 4+50  
151 125 76 42 72.6  
8

97.3 93.3 88.1 4+77  
137.5 114.5 84.5 79.3 65.7  
47.0 8

5+30  
66.2 61.2 52.2  
83.0 50 0

5+50  
55.9 52.0 48.1  
80.5 50 0

5+62  
51.3 48.5 39.6  
54 30 0  
00.1

52.6 48.1 47.4 39.7 32 28.0 26.4  
77 47 32 27 10 6.5 9.0

~~17~~

73.0 69.0  
50 100.0

69.4 68.1 64.7  
37 50 100

57.1 55 -  
50 100.

49.4 49.0  
50 80

45.7 46.0  
50 65

44.3 44.2  
28. top 66  
60.1

34.8 27.5 30.8 42.0 42.  
26 14 17 40 top 50



505 + 85.

|      |      |            |            |            |          |
|------|------|------------|------------|------------|----------|
| 16.6 | 19.6 | 44.8       | 44.6.      | 29.6       | 19.8     |
| 9    | 10   | <u>49.</u> | <u>43.</u> | <u>19.</u> | <u>0</u> |

19.8

14.0

40.4 19.8 17.2 27.8 19.0  
42: to point. 9. 9. 25. 17.0



# - PETALUMA

CUT OFFS WEST APPROACH  
TO DEATH-

MAY-13-1916

BENT NO. STA.

1 74+07<sup>5</sup>

CC

74+12<sup>1</sup>

old. nest  
B.K.H.D.-

74+12<sup>3</sup>

BRICK A 8' 33'

2 74+22 - ✓

+36<sup>5</sup>  
12<sup>8</sup>  
23

3 74 36<sup>5</sup> ✓ ✓  
74+42<sup>1</sup> -

4 74+52<sup>0</sup> ✓

5 74+65<sup>5</sup> ✓

74+72<sup>1</sup>

6 74+80 ✓ ✓

22<sup>5</sup>  
65<sup>5</sup>  
22<sup>8</sup>

7 74+95 ✓

E.G. 75+02<sup>1</sup>

8 75+10<sup>5</sup>

9 75+25<sup>2</sup>

WEST PIN DEATH 75+41

top rail-  
rod-2.21



4.5  
- 6  
---  
27.0

2°  
1°  
.6

REFL-

SUPER  
ELEV.

GRADE  
Eod-  
TOP RAIL-  
HIGH- LOW

0° 21' - .12

0° 17' 30" .10

0° 13' .09

0° 09' .07

0° 06' .05

0° 03.3 ✓ .03

0° 1' ✓ 0

0° ✓ 0

THING- 0

" 0



cap.  $11\frac{3}{4}$

string.  $16\frac{1}{2}\frac{2}{4}$

tie  $5\frac{3}{4}$

tie plate  $\frac{1}{4}$

$34\frac{1}{4}$  - 2 ft.  $10\frac{1}{4}$

- 2.854

$\frac{37}{3.22}$  - cutoff

below - top  
rail -

GED - Bod.  
cut. off.  
incl.

1.5  
1.6  
90

(5)

GEDE  
- Bod -  
Foot.

under rail.

Low. Hl. HIGH Low  
GE. Bod  
cut. off

J.44<sub>12</sub> J.32 (19) J.25 ✓ (.07) J.50

J.44<sup>11</sup> J.34 (16) J.28 ✓ (.06) J.50 ✓  
J.44<sup>.09</sup> J.35 (14) J.30 ✓ .05 J.49 ✓

J.44<sup>.07</sup> J.37 (11) J.33 ✓ (.04) J.48 ✓

J.44<sup>.05</sup> J.39 .08 J.36 ✓ .03 J.47 ✓

J.44<sup>.03</sup> J.41 .05 J.39 .02 J.46 ✓

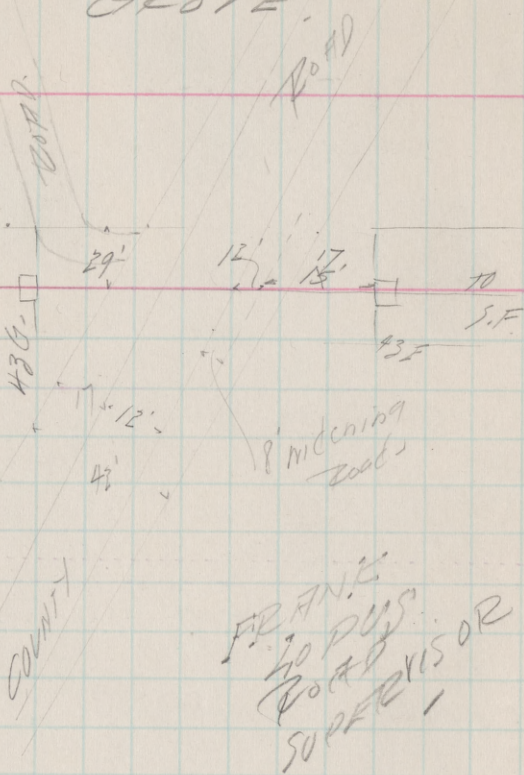
J.44 J.44

J.44 J.44

J.44 J.44



PENN  
GROVE



PROP. WIDENING -  
TRAVELLED  
PORTION  
ROAD  
+ING  
1/4 mile EAST OF

M<sup>c</sup> Near. sp.

(16)

- PETH LU 1717

PRIN BOXES.

#1 - 11+05<sup>4</sup> 12" x 18" x 11<sup>2</sup> - out #2  
left

#2 9+73<sup>3</sup> "

#3 7+62<sup>6</sup> "

#4 5+84<sup>8</sup> "

#5 4+01<sup>5</sup> x 12<sup>4</sup>



- CROWN -

| STA    | +    | x     | - | Pod                                 | ELEV   |
|--------|------|-------|---|-------------------------------------|--------|
| B.I.T. | 4.09 |       |   | top outside<br>base board of DEPOT. | 29.31  |
| 81     |      |       |   | 3.68                                | 29.72  |
| 80     |      | 33.40 |   | 3.79                                | 29.61  |
| 79     |      |       |   | 3.91                                | 29.40. |
| 78     |      |       |   | 3.95                                | 29.45  |
| 77     |      |       |   | 4.11                                | 29.39  |
| 76     |      |       |   | 4.27                                | 29.13  |
| 75     |      |       |   | 4.37                                | 29.03  |
| 74     |      |       |   | 4.50                                | 28.90  |

T.P. -4.50

+2.55

|      |       |      |       |
|------|-------|------|-------|
| 73   | 31.45 | 2.64 | 28.81 |
| 72   |       | 2.75 | 28.70 |
| 71   |       | 2.80 | 28.75 |
| 70   |       | 2.92 | 28.53 |
| 69   |       | 3.12 | 28.33 |
| 68   |       | 3.20 | 28.25 |
| 67   |       | 3.28 | 28.17 |
| T.P. | 3.28  |      | 28.17 |

+2.52

Plotted  
5/22/16  
Feb. N-618. (2)

formerly CORONA.

| STA  | +     | +     | Pod   | Pod- | ELEV  |
|------|-------|-------|-------|------|-------|
|      |       |       | 31.69 |      |       |
| 60   |       |       |       | 3.66 | 28.03 |
| 65   |       |       |       | 3.91 | 27.78 |
| 64   |       |       |       | 3.80 | 27.89 |
| 63   |       |       |       | 3.88 | 27.81 |
| 62   |       |       |       | 3.82 | 27.87 |
| T.P. |       |       | 3.81  |      | 27.88 |
| 61   |       |       |       | 3.81 | 27.88 |
|      | +3.92 |       |       |      |       |
| 60   |       | 31.80 |       | 4.06 | 27.76 |
| 59   |       |       |       | 4.01 | 27.79 |
| 58   |       |       |       | 4.12 | 27.68 |
| 57   |       |       |       | 4.20 | 27.60 |
| 56   |       |       |       | 4.23 | 27.57 |

MAY- 16 - 1916.

— PROFILE —  
TOP OF RAIL—



| STATION   | LOW<br>RAIL | HIGH<br>RAIL | TOP<br>TIE |
|-----------|-------------|--------------|------------|
| 0+00      | 4.01        | 3.93         |            |
| 0+50      | 3.86        | 3.78         |            |
| 1+00      | EBK HD      |              |            |
| 1+00.8    | 3.71        | 3.63         | 3.96       |
| 1+15.0 #1 | 3.66        | 3.56         | 3.88       |
| 1+30.0    | 3.62        | 3.54         | 3.85       |
| 1+44.5    | 3.58        | 3.59         |            |
| 1+45.4    | N.B.H.D.    |              |            |
| 1+50      | 3.56        | 3.58         |            |
| 2+00      | 3.41        | 3.47         |            |
| 2+50      | 3.25        | 3.25         |            |
| 3+00      |             |              | 2.83       |

2.2

32 H.

name GAGE

H. BALL 0.32

notes signed

under  
low C.M.L.  
top cob

5 ft. from  
on C.M.L.

in

Brook

on Low

HIGH

36.

5.83

6.33

5.90

5.67

5.76

6.28

5.85

5.66

5.816

6.20

5.90

5.45

6.2

6.03

5.39

272<sup>2</sup> = Box 32 I

4+52<sup>2</sup> Box 25' x 1" x 24'

1052<sup>3</sup> from F.B.H.  
to W.B.H.

81



19.83  
 5.94  
 13.89  
 5.47  
 8.42

13.44  
 5.94  
 7.50  
 5.97  
 1.53

SAUSALITO.

CITY DATUM  
 13.44

| Ht.             | T.R.   | Pod. | 100.00 = | STK. | 100.0 |
|-----------------|--------|------|----------|------|-------|
| 17+34           | 106.57 | 6.52 | 100.00   | 6.22 | 100.3 |
| 17+00           |        | 6.52 | 100.00   |      |       |
| 16+50           |        | 6.35 | 100.17   |      |       |
| 16+00           |        | 6.30 | 100.22   |      |       |
| 15+50           |        | 6.32 | 100.20   |      |       |
| 15+00           |        | 6.35 | 100.17   |      |       |
| 14+50           |        | 6.18 | 100.34   |      |       |
| 14+00           |        | 6.09 | 100.43   |      |       |
| 13+50           |        | 6.10 | 100.43   |      |       |
| 13+00           |        | 6.15 | 100.37   |      |       |
| 12+50           |        | 6.23 | 100.29   |      |       |
| 12+00           |        | 6.39 | 100.13   |      |       |
| 11+50           |        | 6.43 | 100.09   |      |       |
| 11+00           |        | 6.40 | 100.12   |      |       |
| 10+50           |        | 6.57 | 99.95    |      |       |
| 10+02 END PLAT. |        |      |          |      |       |
| 10+00           |        | 6.70 | 99.82    |      |       |
| 9+50            |        | 6.68 | 99.84    |      |       |
| 9+00            |        | 6.55 | 99.97    |      |       |

$$\begin{array}{r} 106.30 \\ 7.0 \quad 5.00 \\ \hline 100.45 \\ + 5.97 \\ \hline 106.42 \end{array}$$

$$\begin{array}{r} 106.42 \\ 100.40 \\ \hline 5.93 \end{array}$$

13.

# TRACK #6

TOP CORNER

TOP BRIDGE  
CORNER

H.I. 106.39

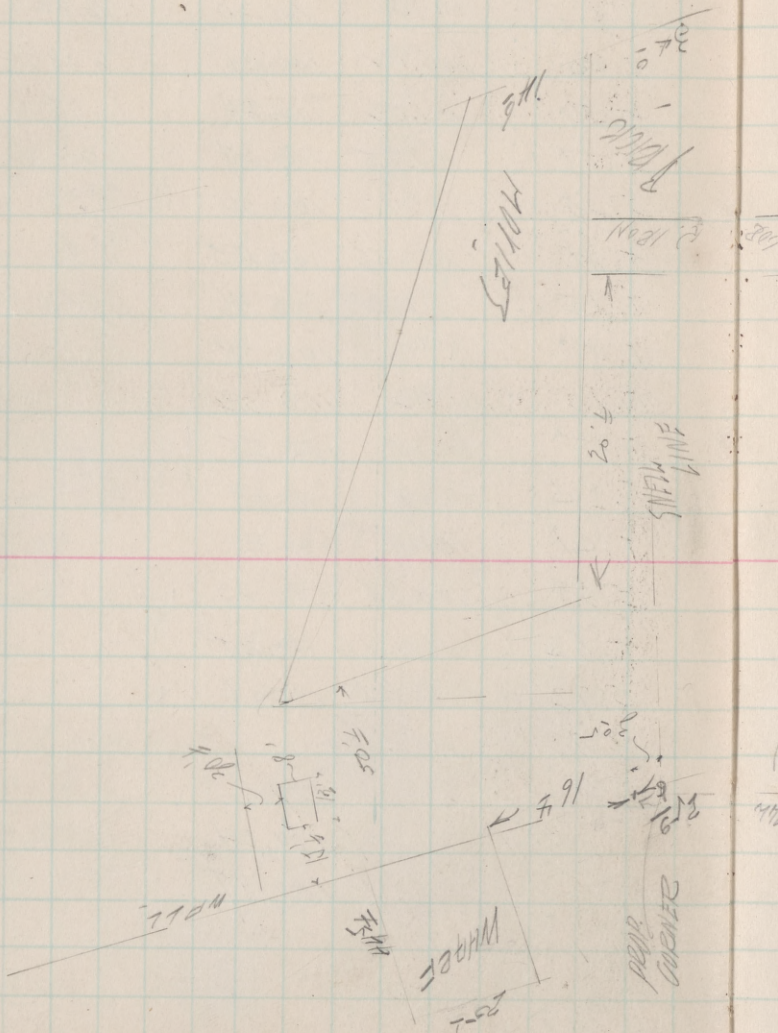
PROFILE

GD Rd.

|      |        |        |      |
|------|--------|--------|------|
| 5.76 | 100.76 | 100.30 | 6.09 |
| 5.60 | 100.92 | 100.31 | 6.08 |
| 5.50 | 101.02 | 100.34 | 6.05 |
| 5.37 | 101.15 | 100.37 | 6.02 |
| 5.38 | 101.14 | 100.40 | 5.94 |
| 5.30 | 101.22 | 100.43 | 5.96 |
| 5.15 | 101.37 | 100.46 | 5.93 |
| 5.09 | 101.43 | 100.49 | 5.93 |
| 5.10 | 101.42 | 100.52 | 5.93 |
| 5.17 | 101.35 | 100.55 | 5.87 |
| 5.24 | 101.28 | 100.48 | 5.94 |
| 5.41 | 101.11 | 100.40 | 6.02 |
| 5.68 | 100.84 | 100.33 | 6.09 |
| 5.62 | 100.90 | 100.25 | 6.17 |
| 5.73 | 100.79 | 100.18 | 6.24 |
| 5.88 | 100.64 |        |      |
|      |        | 100.11 | 6.31 |
|      |        | 100.04 | 6.38 |
|      |        | 99.97  | 6.45 |



LOCATION OF HOTEL.  
SAUSALITO  
ON SNELL PROPERTY



- FAVSA/170 -





# TUNNEL #1

SEE BOOK 24 page 60

profile

BL 504+76.3

7015' LT

509+11.5 CL

187  $\frac{3}{2}$  T<sub>2</sub>

510+99.0 EL

$$t_2 = 93.30$$

$$D_2 = 792.80$$

$$S.T. = 278.74$$

$$S.T. = 365.39$$

ford. def = 2' 26' 30"

labor

4023'

back

$$\begin{array}{r} 509+11.5 \\ 504+76.3 \\ \hline 35.2 \end{array}$$

$$\begin{array}{r} 510+99.0 \\ 509+12.1 \\ \hline 87.9 \end{array}$$

$D_1 = 790.75$   $T_3$  to  $7^{\circ}15'$   
 $b_1 = 28.03$   
 $ST_1 = 306.51$   
 $ST_2 = 365.89$   
 $D_2 = 792.80$   $T_2$  "  
 $t_2 = 93.30$

figured-

BC

ford. post  $2^{\circ}30'$   
 back  $1^{\circ}13'30''$   
 $T_3$

length TAPE = 57'

CC

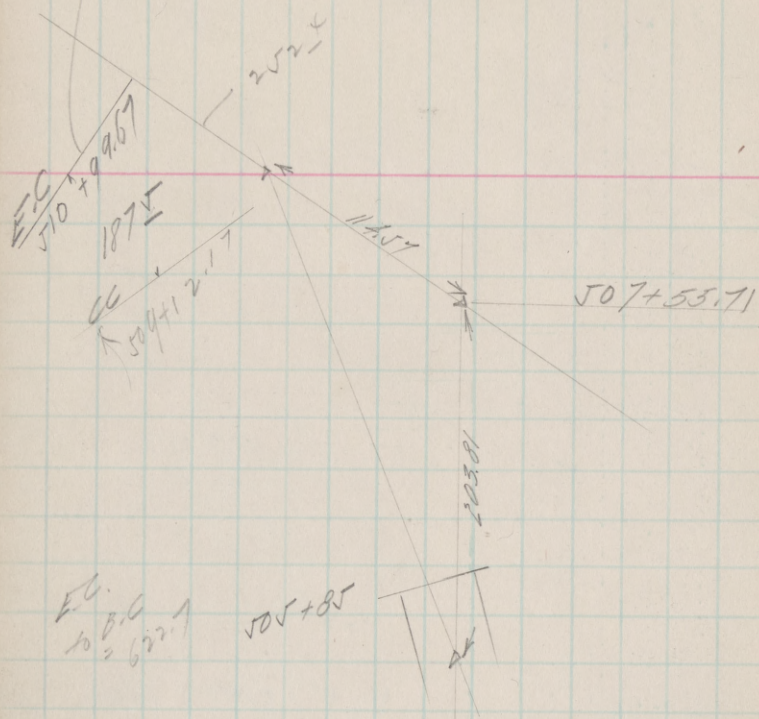
$7^{\circ}15'$

CC

$T_2$



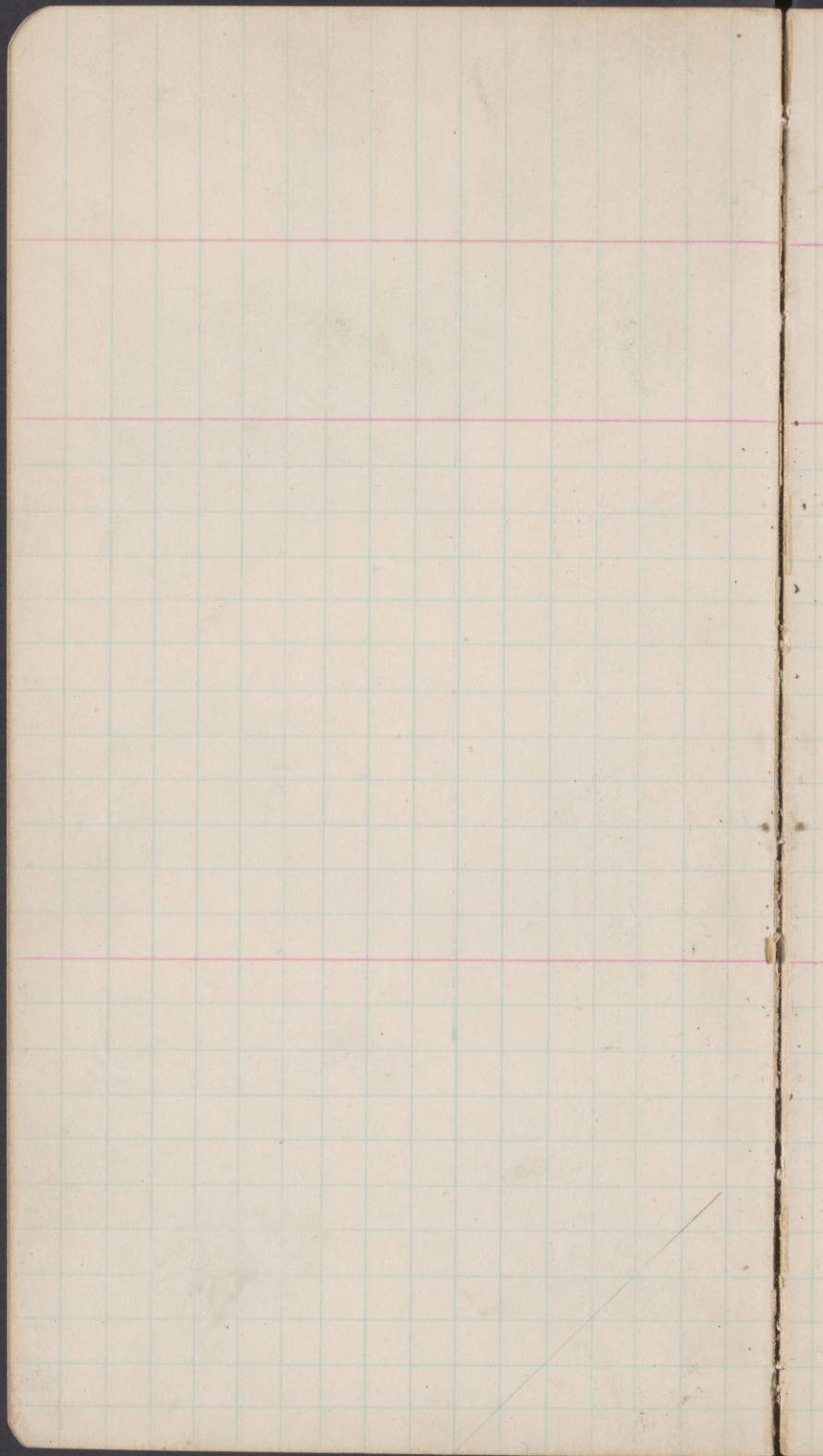
mensuras  
+99.44

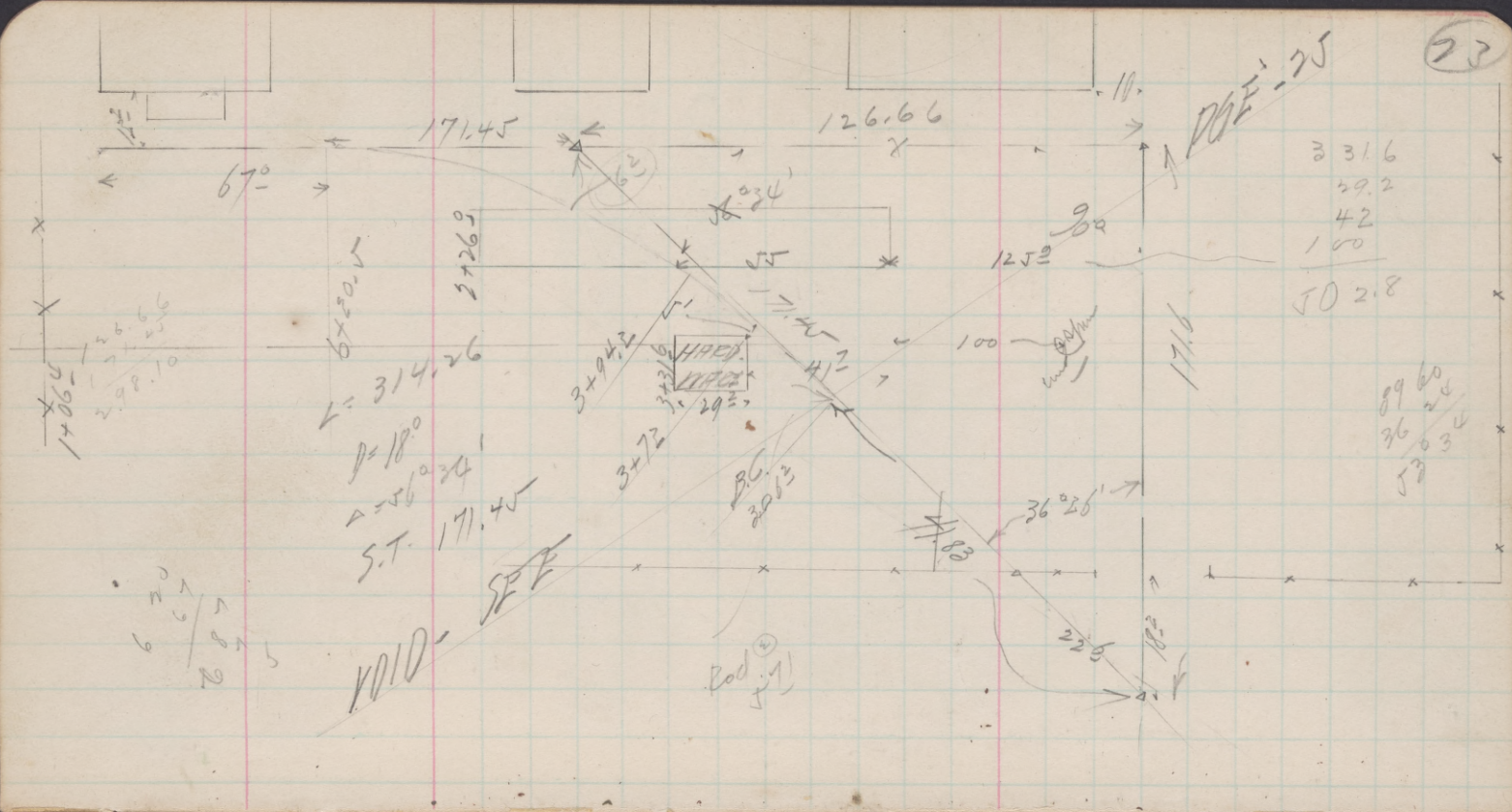


B.C.  $504 + 76.97$

22









~~VOID.~~

T.R. T.H. OPA P.F.

3.96

P.F. on GD

6.83

0 + 50

5.57

T.D. Wmily

5.07

1 + 50  $\phi$  RD.

5.52

EL.

5.25

$\phi$  stucc.

4.73

T.P.

- 4.82

+ 5.50

EL.

6.90

- WINERY

$D = 12^{\circ}30'$   
 $\Delta = 21^{\circ}56'$

45

88.7

$D = 21^{\circ}$

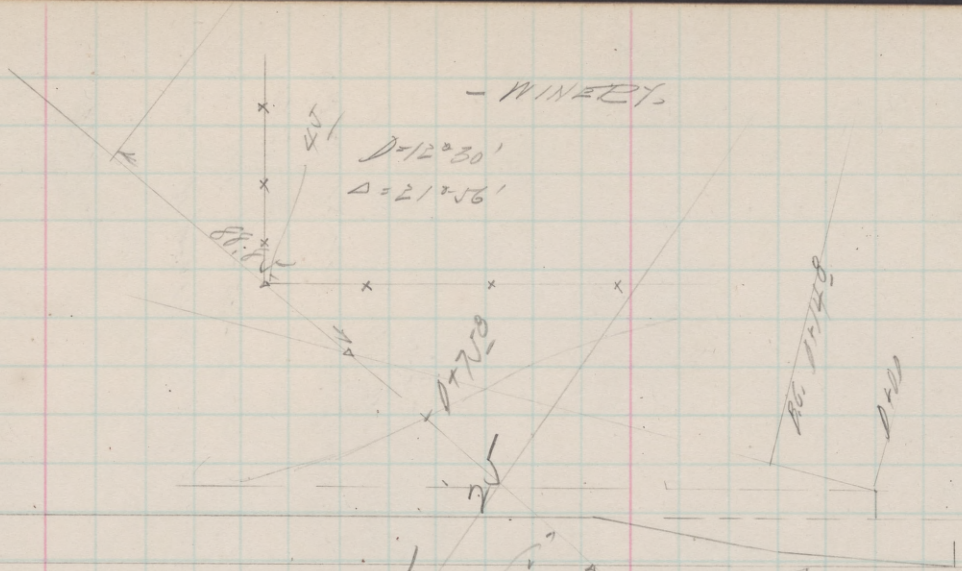
86.1

84.0

SEE PAGE

$30^{\circ}06'$

62.95





# HEADS BUE DATA ON PROPOSED FOR A.F. STEVENS

JUNE-9-1916

SPE- PRINT CE-5A

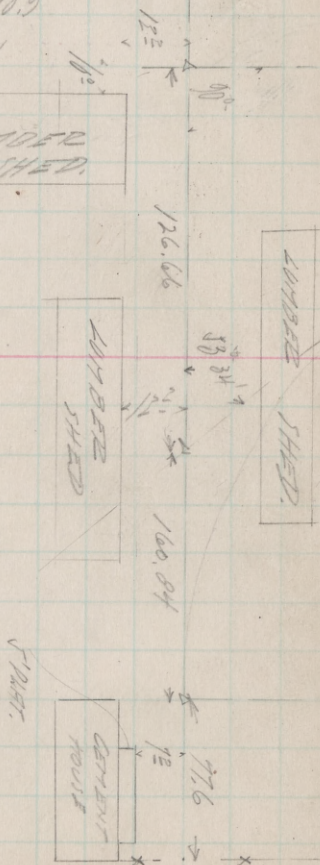
## LEVELS-

TOP RAIL M.L. OPR. Rod ELEV.  
RE 3.9% 100.0  
ON GROUND AT P.F. #7 (A) Rod. 663. ELEV. 97.33  
0+50 OD Rod. 5.57 ELEV. 98.39  
T.R. WINTER SPR. Rod. 5.07 ELEV. 98.9  
1+50  $\phi$  ROAD. Rod. <sup>5.57</sup> ELEV. 98.44  
E.G. 1+90.3 Rod. 5.15 ELEV. 98.7  
 $\phi$  R.R. AVENUE Rod. 4.73 ELEV. 98.2  
LOUNDER  
SHED.

T.P.  $\frac{100.96}{-4.82} = 99.14$   
 $\frac{99.14}{+5.50} = 104.64$

4+00 Rod. 52' ELEV. 99.2

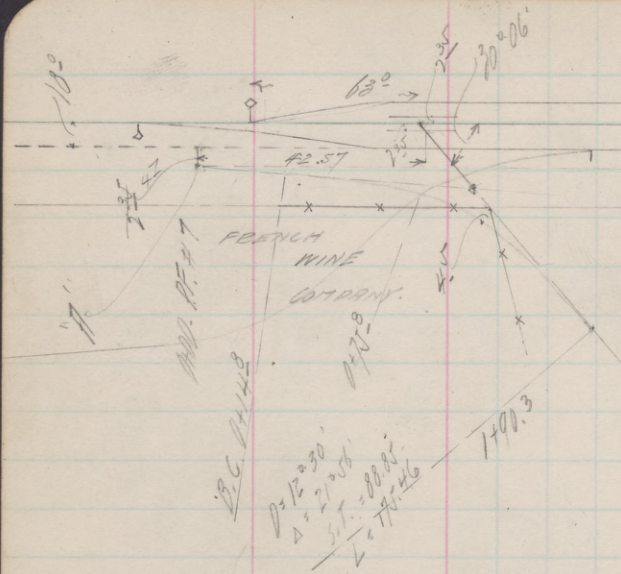
5+00 Rod. 6.2 ELEV. 98.4



Plotted with  
June 1916

(25)

main line to WILLITS.



SPUR from  
switch to  
end.  
mill 60 765'

RAIL ROAD

GATE

AVE

with  
does not  
curve  
3+168  
P.C.  
13' from  
tangent  
HARD  
PAVE  
HOUSE  
L=297.6  
S.T.=160.84  
D=180  
Δ=53°34'

P.C. 044.8  
6+141

1+92.0

VER.

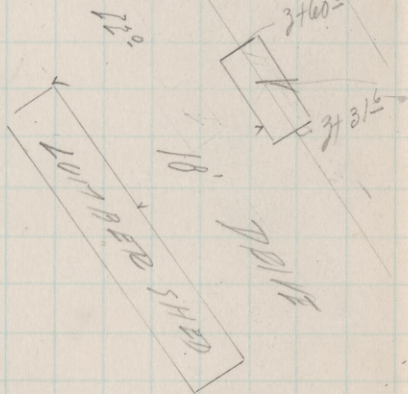


STEVENS  
PROP.  
FENCE:

2x 5+280° x

PROPOSED  
LUMBER  
HOUSE

PROPOSED  
END  
SPUR.

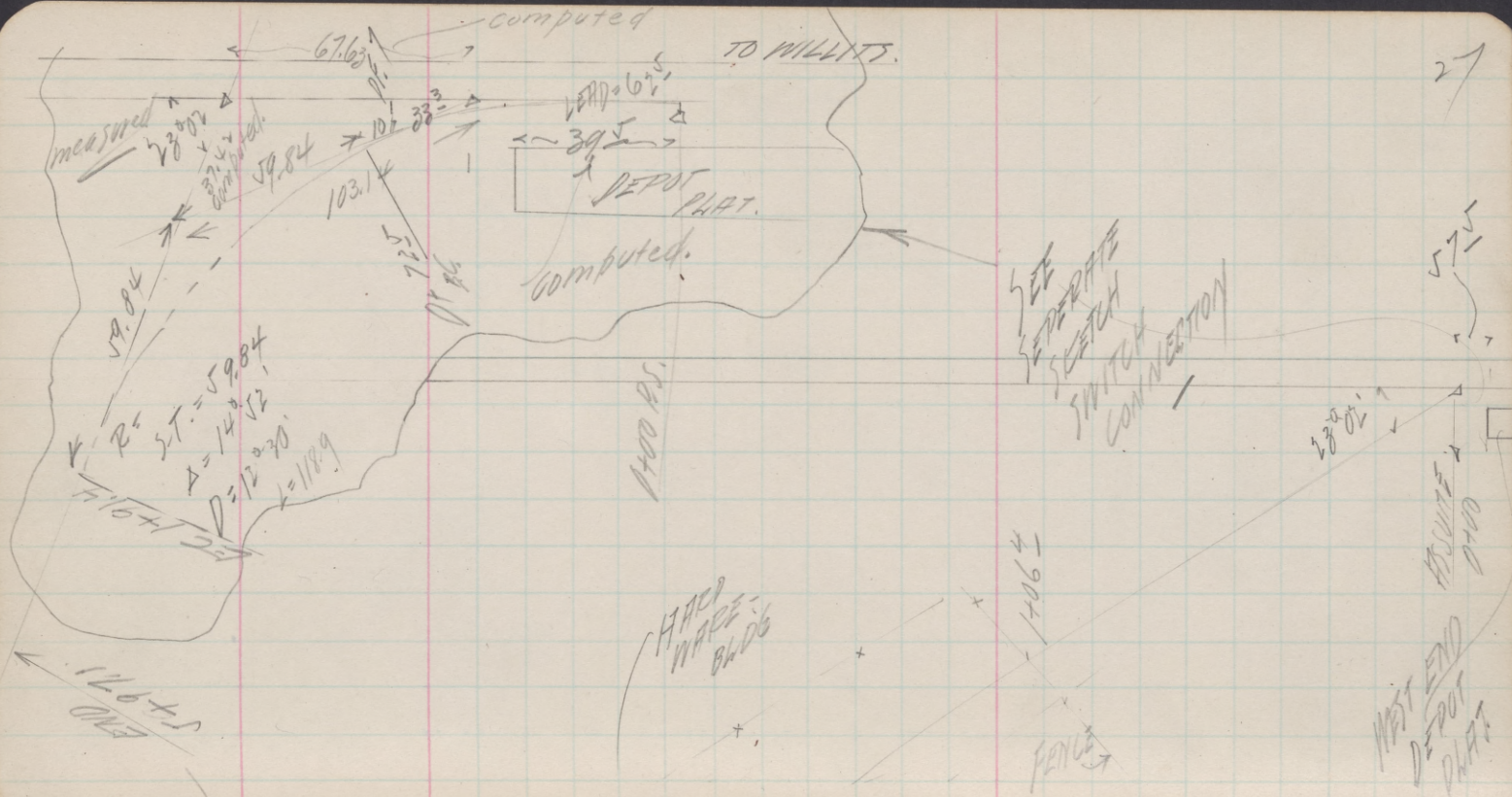


— HEADSBURG —

LOCATION OF PROPOSED  
600 ft. SPUR.

as desired by  
MR. STEVENS

JUNE-9-1916





20.

Long Beach

22





# HEADS - BUE

- LEVELS ON PROP

SPUR IN SOLID BED.

| STA                      | Rad                | ELEV   |
|--------------------------|--------------------|--------|
| 0+00. P.S.M.             | $\frac{K}{106.10}$ |        |
| 0+68 P.F. $7\frac{1}{2}$ | T.P.<br>5.66       | 100.34 |
| 0+73.5 B.C.              | 6.25               | 99.75  |
| 1+25                     | 6.35               | 99.65  |
| 1+44 TOP BOX<br>CONVERT. | 6.15               | 99.85  |
| 1+75                     | 7.4                | 98.60  |
| 2+25                     | 6.7                | 99.3   |
| 2+75 E.C.                | 6.7                | 99.3   |
| 3+75                     | 6.2                | 99.8   |
| 4+75                     | 5.5                | 100.5  |
| 5+75                     | 5.4                | 100.5  |

# LUMBER CO.

SPUR

SEE-

N. 607

SPUR IN DOTTED RED.

Rad.

ELEV.

$\frac{K}{=106.00}$

|      |              |        |
|------|--------------|--------|
| 0+00 |              | 100.   |
| 0+80 | 6.0 TOP RAIL | 100.   |
| 1+00 | 5.35         | 100.65 |
| 1+50 | 5.90         | 100.10 |
| 2+25 | 6.00         | 100.00 |

3+85

6.7

99.3

6.2

5.5

5.4

R



# TUNNEL #1

STA.

TRACK  
SHIFTS  
TO RIGHT.

TRACK  
SHIFTS  
TO LEFT

503+99.5

B.C.

504+29.30 ✓

0.00

0.00

+59.38

0.11

+89.38

0.15

505+19.38

0.20

CC +49.38 ✓

0.03

+6.438

0.20

74.38

0.42

505+85 EAST PORTAL

+94.38

0.66

505+98 EAST END  
TUNNEL BRIDGE

0.66

506+00 Δ

0.75

+25

0.94

+50 Δ

1.15

+86

TUNNEL WARNING.

7+00

1.31

7+50

1.54

8+00

2.10

8+50

2.10

9+00

2.06

9+25 END  
CUT ON RT.

CC

509+41.04

1.83

71.04

1.33

510+01.04

0.91

END

P.S. 73

JUNE-26-1916.

# DE. ALIGNMENT.

| NEW<br>£                    |                        |
|-----------------------------|------------------------|
| LEFT                        | RIGHT                  |
| TO SIDE-OLD<br>TUNNEL SETS. | TO OLD<br>TUNNEL SETS. |
| 7.3                         | 6.8                    |
| 7.2                         | 6.8                    |
| 7.1                         | 7.0                    |
| 7.3                         | 6.9                    |
| 7.8                         | 6.5                    |
| 8.0                         | 6.2                    |
| 8.5                         | 6.5                    |

| TO ROCK CUT. | NEW<br>£ | TO ROCK CUT |
|--------------|----------|-------------|
| 8.8          |          | 6.2         |
| 12.5         |          | 8.8         |
| 12.0         |          | 8.6         |
| 13.0         |          | 8.0         |
| 14.2         |          | 12.0        |
| 16.0         |          | 13.0        |
| 19.0         |          | 13.8        |
| 18.2         |          | 13.3        |

HIGHWAY  
TOP DRIVE



STA.

TRACK  
SHIFTS  
TO RIGHT

9+92.5 } TREESTLE  
9+76.5 }

510+31.04 12. 0.55

510+61.04 E.C. 0.2

STA.

±

π

2d

T.P. <sup>END</sup> TREESTLE.

+8.73 118.71

TOP

-3.23

2d.

409+00

+6.73

111.71

104.48

500+00

5.48 5.72

105.99

105.23

99+50

6.2

✓ 105.51

500+50

1+00

1+50 ✓

4.13

107.58

2+00

3.65

108.06

2+50

503+00

111.71

2.65

109.06

109.02

34

$$\begin{array}{r} 111.71 \\ 5.7 \\ \hline 106.0 \end{array}$$

+01.750

$$\begin{array}{r} 107.53 \\ .83 \\ \hline 106.7 \\ 2 \\ \hline 106.5 \end{array}$$

TUNNEL #1

EL. G. Rod. G.D. LINE -  
G.D. EL.

TOP SIGN EL. G.D.  
Rod. EL.

10.93

104.98 111.71

105.98 5.68 ✓ 106.03

6.41 - 105.30

5.18 ✓ 106.53

4.68 ✓ 107.03

107.47

5.58 106.13 106.64

✓ 4.18 107.53

5.4 106.3 106.7

✓ 3.68 108.03

✓ 3.18 108.53

2.68 109.03

20



# TUNNEL #1

## - GRADES

| STA.   | SUB.-<br>GRADE<br>ELEV |       |
|--------|------------------------|-------|
| 500    | 104.71                 |       |
| 504+50 | 109.21                 | 1.50  |
| 505+00 | 109.71                 | +1.50 |
| +20    | 109.90                 | 1.19  |
| +40    | 110.07                 | 1.17  |
| +60    | 110.22                 | 1.15  |
| +80    | 110.35                 | 1.13  |
| 506+00 | 110.46                 | 1.11  |
| +20    | 110.55                 | 1.09  |
| +40    | 110.64                 | 1.07  |
| +60    | 110.67                 | 1.04  |
| +80    | 110.70                 | 1.04  |
| 507+00 | 110.71                 | 1.01  |

112"  
 NAILS 1.53 ABOVE  
 BOT. NEW FOOTING  
 O.D. 1.32 ABOVE  
 SUB-GRADE.

106.03  
 104.71  
 1.32

110.51  
 111.39  
 0.12

B.M. 112.27  
 3.24

115.51  
 111.24  
 4.27

H.I. 115.51  
 4.90  
 110.52

H.I. 115.51  
 111.03  
 4.48

EL. OF  
 LINE OF  
 NAILS.

GOOD

4.50  
 19  
 23

106.03

110.53

111.03

111.22

111.39

111.54

111.67

111.78

111.87

111.94

111.99

112.02

112.03

109.95  
 110.47

110.52

504 + 98

4.48 + .02 4.50

505 + 22

4.27

505 + 40

4.12

111.05 505 + 61

3.96

3.84

106.03  
 104.26  
 1.77

104.71  
 102.46  
 2.25

106.03  
 104.71  
 1.32

1 1/2  
 19" above  
 bot. new foot  
 block

2



+ - SEC. ON RT.

506+50

|   |   |      |      |      |      |       |
|---|---|------|------|------|------|-------|
| 0 | 0 | -1.0 | -1.0 | +4.9 | +6.8 | +10.0 |
| 0 | 4 | 6    | 7    | 8.0  | 12   | 16    |

507+00

|   |   |      |      |      |      |
|---|---|------|------|------|------|
| 0 | 0 | -0.8 | -0.9 | +3.8 | +1.0 |
| 0 | 4 | 7    | 8.0  | 12   | 19   |

|   |   |   |      |      |
|---|---|---|------|------|
| 0 | 0 | 0 | -1.1 | +2.6 |
| 0 | 4 | 5 | 8.5  | 12   |

507+50

508+00

|   |   |   |      |      |          |
|---|---|---|------|------|----------|
| 0 | 0 | 0 | -1.1 | +9.4 | kerf.    |
| 0 | 4 | 5 | 9    | 20.  | top/bent |

508+50

|   |   |   |      |      |        |        |
|---|---|---|------|------|--------|--------|
| 0 | 0 | 0 | -1.0 | -1.0 | +3.6   | kerf.  |
| 0 | 4 | 5 | 10   | 11   | 16 top | bottom |

509+00

|   |   |      |
|---|---|------|
| 0 | 0 | -0.2 |
| 0 | 5 | 10   |

82

# TUNNEL #1

DEFLECTIONS FEET. B.C.

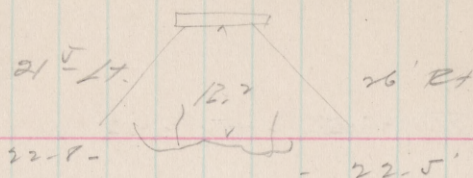
PAVE  
2 TO  
TUNN  
TANGENT

|                   |              |            |
|-------------------|--------------|------------|
| BK. 504 + 29.38 ✓ | 0°           |            |
| + 44.38           | ✓ 0° 6 3/4'  |            |
| + 59.38           | ✓ 0° 13 1/2' |            |
| + 74.38           | ✓ 0° 23'     | 0° 31'     |
| + 89.38           | ✓ 0° 33 3/4' |            |
| 505 + 04.38       | ✓ 0° 47'     | 1° 14 1/2' |
| + 19.38           | 1° 03'       |            |
| + 34.38           | 1° 20'       |            |
| CC 505 + 49.38 ✓  | 1° 41 1/4'   | 2° 48 3/4' |

TOPEP  
ON WEST  
END

2





RESTAURER EAST of  
TUNNEL #1 WHICH WAS  
REPAIRED WITH 36" CONCRETE PIPE

503+13 4'-12"  
2+66 3-3' CCH  
2+59  
2+60 } WORK HEAD. 5-BENTS  
2+50 }  
2+50 10'-2'-6"  
2+23 20'-3'

1+45 54'-2'-6"

500+11 6'-2' SETS

500+01 4'-18" SETS.

9+93.8 } METAL SET.  
9+90.2 }

# CHECK WORK

DATE ON TUNNEL 1  
TO DATE

JUNE-26-'15  
503+13<sup>0</sup> - END.

2+66 } 4' SETS. 12  
3-3' SETS.  
2+59 }

2+59 } WORKING OVERHEAD  
2+50 } + SIDES. 5 SETS. old.

2+50 - 10 - 2 1/2' SETS.

2+23 26 - 3' SETS

1+45 54 - 2'-6" SETS.

500+11<sup>0</sup> 6-2' SETS.

500+01 begin. 4-18" SETS

9+93.8 } PORTAL - 4  
PORTAL 9+90.2 } SET



# WEST END.

STATIONING ON WEST  
BOUND TRACK.  
DISTANCES FEET SAME

584+50

|   |    |      |      |      |     |        |        |
|---|----|------|------|------|-----|--------|--------|
| 0 | 0  | -0.9 | -1.5 | +2.0 | 7   | +2.0   | +3.1   |
| 0 | 13 | 20   | 23   | 31   | 24F | 34E.R. | 53E.R. |

84+00

|   |      |      |      |      |      |      |        |      |
|---|------|------|------|------|------|------|--------|------|
| 0 | -0.2 | -1.3 | -1.3 | -7.5 | -7.0 | -5.2 | -1.3   | +2.0 |
| 0 | 13   | 20   | 21   | 26.5 | 29   | 33   | 40T.P. | E.E. |
|   |      |      |      | F    |      |      |        | 45N  |

83+00

|   |      |      |      |      |          |      |        |
|---|------|------|------|------|----------|------|--------|
| 0 | -0.2 | -0.5 | -0.5 | -5.0 | -5.9     | +1.7 | +1.7   |
| 0 | 13   | 19.5 | 21   | 26F  | 33T.O.F. | 47   | 49E.R. |

82+16.9 WEST LINE - EAST ST.

82+00

|   |      |      |      |      |      |    |        |
|---|------|------|------|------|------|----|--------|
| 0 | -0.2 | -1.2 | -1.2 | -3.0 | -3.8 | 00 | 00     |
| 0 | 13   | 20.5 | 22.5 | 26F  | 36   | 46 | 49E.R. |

81+00

|   |      |      |      |       |      |      |              |
|---|------|------|------|-------|------|------|--------------|
| 0 | -0.2 | -0.9 | -1.0 | -3.7  | -4.3 | -0.8 | -1.4         |
| 0 | 13   | 21   | 22   | 26.5F | 39   | 47   | 51E.R.O.F.D. |
|   |      |      |      |       |      |      | 53E          |

80+14 CEMENT SIDE WALK EAST END  
7' WEST OF E-LINE WEST ST. WEST END.

80+00

|   |    |      |      |      |      |      |        |
|---|----|------|------|------|------|------|--------|
| 0 | 0  | -0.8 | -0.8 | -2.7 | -4.1 | -1.1 | -1.0   |
| 0 | 13 | 20   | 24   | 27F  | 37   | 45.5 | 50E.R. |

# A- SECTIONS-

+3.8      +7.0      +7.3  
58 TUE      68.5      74 PL.  
56

7.3  
2.8  
3.5

73  
65  
8

+1.5      3' BOARD      +1.5      +5.8  
61 EE      SIDE WALK      65 TUE      ~~73.5~~ 74  
P. FENCE

+1.2      +1.6      3' BOARD } BACK EDGE  
67 EE      72.5 PL.      WALK      1 ft. from PLINE

## INTERSECTION-

-0.7      -0.5      3. B. WALK  
59.5      74.5 PLINE      BACK EDGE ON A FENCE

-1.2  
-10.      75.0  
68.5      ROAD WALK

5.7  
2.8  
4

75  
27  
48

-1.2      F.B.      4' SIDE  
70.5      + TOP OF      1' from fence  
CETMENT      75

27



79+00

|   |    |      |      |        |      |      |      |
|---|----|------|------|--------|------|------|------|
| 0 | 0  | -0.8 | -1.0 | -2.4   | -5.4 | -3.1 | -1.0 |
| 0 | 13 | 19   | 23   | 26 END | 32   | 35   | 43.5 |

78+57.5 LAST LINE - REST ST.

78+00

|   |    |      |      |          |      |      |      |        |
|---|----|------|------|----------|------|------|------|--------|
| 0 | 0  | -1.0 | -1.0 | -2.0     | -2.8 | -4.0 | -1.0 | -1.0   |
| 0 | 13 | 19   | 23   | 25 FENCE | 33   | 35   | 45   | 51.5 E |

77+00

|   |    |      |      |      |      |      |      |       |
|---|----|------|------|------|------|------|------|-------|
| 0 | 0  | -1.2 | -1.0 | -3.2 | -2.1 | -2.0 | -0.5 | -1.6  |
| 0 | 13 | 20   | 22.5 | 26.5 | 34   | 41   | 47   | 54.5  |
|   |    |      |      | F    |      |      |      | F.R.D |

76+00

|   |    |      |      |      |      |       |
|---|----|------|------|------|------|-------|
| 0 | 0  | -1.1 | -2.0 | -4.0 | +0.2 | +0.2  |
| 0 | 13 | 20   | 24.5 | 30   | 36.5 | 45.5  |
|   |    |      |      |      |      | F.R.D |

75+50

|   |      |      |      |      |            |      |
|---|------|------|------|------|------------|------|
| 0 | +0.4 | +0.4 | +0.4 | +0.5 |            |      |
| 0 | 0    | 13   | 23.5 | 27.5 | LINE FENCE | 47.5 |

84+89 =

|   |    |         |                    |
|---|----|---------|--------------------|
| 0 | 0  | +0.4    | +2.9               |
| 0 | 13 | 27 F.R. | 46.5 E. BORDY TO F |

|         |         |         |      |        |
|---------|---------|---------|------|--------|
| -0.9    | -1.3    | -0.9    | -0.9 | -1.2   |
| 52 EDGE | 70 EDGE | 70 SIDE | 740  | 752    |
| 2000    | 2000    | WALK    |      | P.LINE |

|          |          |              |
|----------|----------|--------------|
| -1.4     | -1.6     | no side walk |
| 685 E.P. | 77 FENCE |              |

|         |           |              |
|---------|-----------|--------------|
| -1.1    | -1.3      | no side walk |
| 71 E.P. | 80 P.LINE |              |

|         |            |
|---------|------------|
| 0.0     | +0.3       |
| 72 E.P. | 79 P.FENCE |

|            |
|------------|
| -0.4       |
| 78 P.FENCE |

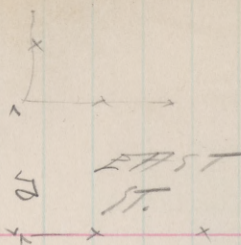
5  
75  
4/4

|       |                |
|-------|----------------|
| +12.0 | +15.0          |
| 65.5  | 75 PROP. FENCE |

45

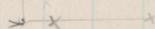


WEST  
END



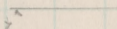
376.5

72.5



WEST  
ST.

40



279.3



171

75+60=

78.9



on Road  
STRA



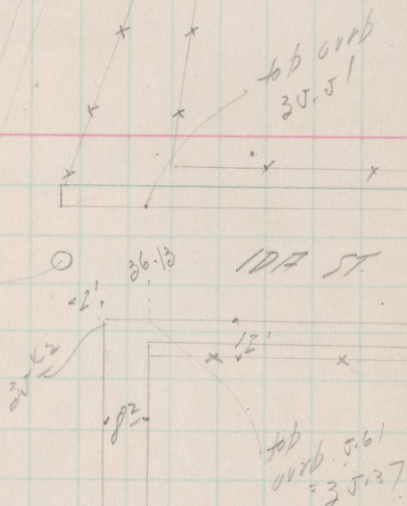
174

174.3

WEST. END  
+ 10 ft. 36.71

top rail 36.71

top mch hole  
rim 35.9



TOP HOLE  
H.H.  
35.23  
+ 5.75 G. ST.  
40.98

H.H.  
40.98



$$\begin{array}{r} 40.62 \\ + 3.66 \\ \hline 44.28 \end{array}$$

$$\begin{array}{r} \text{Bot. 36" PIPE} \\ 149 = 29.38 \end{array}$$

44 ST.

$$\begin{array}{r} 0+12 \\ 0+34 \end{array}$$

TOP

RAILS.

TOP RAIL

STA.

±

⌞

ELEV

40.98

6 R  
ST.

|       |      |       |
|-------|------|-------|
| 84+89 | 3.99 | 36.99 |
| 84+50 | 3.53 | 37.45 |
| 84+00 | 3.10 | 37.88 |
| 83+00 | 2.16 | 38.82 |
| 82+00 | 1.25 | 39.73 |
| T.P.  | 0.73 | 40.25 |

585+13

84+23

83+23

6.06

47.11

|       |      |       |
|-------|------|-------|
| 81+00 | 1.25 | 40.86 |
| 80+00 | 5.04 | 45.07 |
| 79+00 | 3.73 | 43.38 |
| 78+00 | 2.31 | 44.80 |
| 77+00 | 0.55 | 46.56 |
| T.P.  | 0.56 | 46.55 |

82+23

81+23

47.58

54.13

|       |      |       |
|-------|------|-------|
| 76+00 | 5.74 | 48.39 |
| 75+00 | 4.99 | 49.14 |

80+23

80+09

79+23

79+23

78+23

77+23

76+23

75+80

44

87  
3.53

585+23

HEIGHT  
OF RAIL 34

WST EAST  
0+12=119

# ROAD

## CITY STATIONING.

1+00 = 22 STA. 85+24  
84+25

| STA. | ±    | +     | Loc | ELEV. |
|------|------|-------|-----|-------|
| 1    | 8.56 | 43.79 |     | 35.23 |

TOP MAN  
HOLE COVER  
WEST END  
AVE. & C. ST.

CITY STA.

|   |                                                            |  |      |       |
|---|------------------------------------------------------------|--|------|-------|
| 0 |                                                            |  | 6.96 | 36.83 |
| 1 |                                                            |  | 4.15 | 39.64 |
| 2 |                                                            |  | 4.15 | 39.64 |
|   | WELL S.E. CORNER<br>EAST ST. & WEST<br>ENTER POLE 2ND AVE. |  | 3.17 | 40.62 |

CITY  
B.T. 540.1

119+ EAST ST. & WEST  
END. 3.65 - 41.14

|   |  |  |      |       |
|---|--|--|------|-------|
| 3 |  |  | 3.50 | 40.29 |
| 4 |  |  | 3.62 | 40.17 |

T.P. 4.17 39.62  
+9.19 48.81 - π

|      |  |  |      |         |
|------|--|--|------|---------|
| 5+00 |  |  | 8.30 | 40.51 - |
|------|--|--|------|---------|

|      |             |  |      |       |
|------|-------------|--|------|-------|
| 5+14 | FOUND CONC. |  | 8.05 | 40.76 |
|------|-------------|--|------|-------|

|       |               |  |      |       |
|-------|---------------|--|------|-------|
| 6+715 | W. END. CONC. |  | 6.22 | 42.59 |
|-------|---------------|--|------|-------|

|      |  |  |     |       |
|------|--|--|-----|-------|
| 6+00 |  |  | 7.3 | 41.51 |
|------|--|--|-----|-------|

1+645 FINE NE 1/4

|   |  |  |      |       |
|---|--|--|------|-------|
| 7 |  |  | 5.56 | 43.25 |
|---|--|--|------|-------|

|   |  |  |      |       |
|---|--|--|------|-------|
| 8 |  |  | 3.76 | 45.05 |
|---|--|--|------|-------|

|   |  |  |      |       |
|---|--|--|------|-------|
| 9 |  |  | 1.30 | 47.51 |
|---|--|--|------|-------|

|      |  |  |  |      |
|------|--|--|--|------|
| 9+63 |  |  |  | 44.3 |
|------|--|--|--|------|











# LANDS DALE

563 + 40.9 B.C.  
30 BT.  
565 + 23.7 E.C.

$\rho = 5229'$

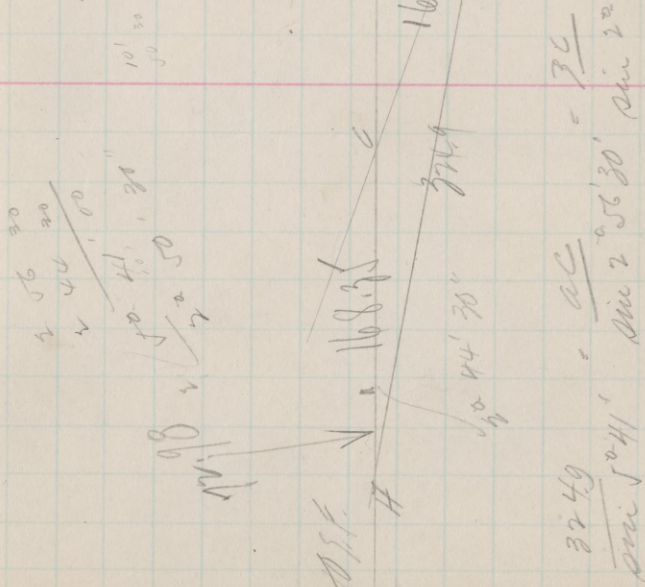
$$\begin{array}{r} 169.25 \\ 95.3 \\ \hline 92.11 \end{array}$$

564 + 14.6  
565 + 29.5 C.O.D  
5 + 58.3 ST.  
+ 77 C.O.D.

$$\begin{array}{r} 169.25 \\ 95.3 \\ \hline 166.93 \end{array}$$

$$\begin{array}{r} 166.93 \\ 95.3 \\ \hline 111.56 \end{array}$$

+ 20.7 } 564 + 212 } rest. 94' + rest.  
+ 16 } 5 + 16 }  
14 FT B.W. DET. 205.  
567 + 02.2





711  
 1/2

04978  
 04993

191208  
 04993  
 573024  
 1119012  
 1119012  
 164032  
 13702944

1/1000  
 D.

789.45

length  
 189.45

360/180  
 241/180  
 1610/1240  
 1700/1620  
 2000/120

504  
 60  
 300  
 41

09903

3280.32  
 1732  
 656064  
 984096  
 328032  
 1640160

1640160  
 1683260  
 182460  
 224

328032  
 324900  
 29709  
 27810  
 19806  
 80026  
 79724  
 21600  
 29789  
 18970

189.7  
 186.7  
 0

05117  
 15  
 05132 am 2056'30"

04769 am 2044'30"  
 04784

3280.32  
 04784  
 128  
 1312  
 2624256  
 2296224  
 1312128

156.9305088





# - LAND SALE

{ B.M. top floor cement-  
north east cor. station.

iron rail-

ALIGN. ON THE  
RAIL 3" CURVE PROFILE

shown on

PROFILE A = 50.29'  
AUTOMAT. found = 50.41'

DETH.

|    |        |         |
|----|--------|---------|
| 64 | + 21.1 | 1° 32'  |
|    | + 36.2 | 1° 19.5 |
|    | + 52.7 | 1° 04.7 |
|    | + 68.5 | 0° 50.5 |
|    | + 84   | 0° 36.5 |
| 65 | + 00   | 0° 22.  |
|    | + 14.6 | 0° 09'  |

F.C. 565 + 24.6

10'

May-26-1916

of old in regards to new.

$$A = 50 \text{ ft}^2$$

$$L = 250 \text{ ft}$$

$$S.T. = 92.8$$

|     |     |
|-----|-----|
| .22 | BT. |
| .20 | "   |
| .20 | "   |
| .17 | "   |
| .17 | "   |
| .21 | "   |
| .18 | "   |
| .14 |     |

F.C.

$$J = 4$$

$$\frac{60}{500}$$

$$180 \left( \frac{34}{180} \right)$$

$$\frac{1610}{1640}$$

$$\frac{1700}{1620}$$

$$\frac{800}{820}$$

$$(189.4)$$

length 189.4  
300 mm.

$$565 \times 24.6$$

$$189.4$$

$$563 \times 25.2$$

7



Plotted.  
7/27/16  
Fee

- LEVELS -

| STA.       | Rod            | RT.    |          | LT.     |      |
|------------|----------------|--------|----------|---------|------|
|            |                | LOW.   | TOP BAIL | - HIGH. |      |
| B.M. +4.02 | 11.1<br>104.02 |        |          |         | 22.1 |
| 571        | 3.26           | 100.76 | 3.30     | 100.72  |      |
| 70+50      | 3.52           | 100.50 | 3.60     | 100.42  |      |
| 570        | 3.80           | 100.22 | 3.80     | 100.22  |      |
| 69+50      | 4.00           | 100.02 | 4.02     | 100.00  |      |
| 69+00      | 4.20           | 99.82  | 4.20     | 99.82   |      |
| 68+50      | 4.47           | 99.55  | 4.42     | 99.60   |      |
| 68         | 4.59           | 99.43  | 4.57     | 99.45   |      |
| +50        | 4.59           | 99.43  | 4.63     | 99.39   |      |
| 67+00      | 4.75           | 99.27  | 4.65     | 99.31   |      |
| 6+50       | 4.83           | 99.19  | 4.77     | 99.25   |      |
| 66         | 4.92           | 99.10  | 4.82     | 99.20   |      |
| 5+50       | 4.83           | 99.19  | 4.79     | 99.23   |      |
| 5+6+246    | 4.80           | 99.22  | 4.70     | 99.32   |      |
| +14.6      | 4.92           | 99.10  | 4.68     | 99.34   |      |
| 65+00      | 4.91           | 99.11  | 4.66     | 99.36   |      |
| +84        | 4.92           | 99.10  | 4.70     | 99.32   |      |
| +68.5      | 4.91           | 99.11  | 4.68     | 99.24   |      |
| +52.7      | 4.91           | 99.11  | 4.66     | 99.36   |      |
| +36.2      | 4.88           | 99.14  | 4.62     | 99.20   |      |
| +21.1      | 4.86           | 99.16  | 4.67     | 99.21   |      |
| 64+00      | 4.94           | 99.08  | 4.65     | 99.31   |      |

11-743.

TRESTLE AT LANDSDALE

'21.  
TOP CAP

40m  
TOP CAP

TOP CAP ABOUT 2' to track  
from ORGE DALL

|      |      |
|------|------|
| 6.97 | 6.87 |
| 6.86 | 6.78 |
| 6.92 | 6.76 |
| 6.91 | 6.76 |
| 6.97 | 6.78 |
| 6.92 | 6.71 |
| 6.93 | 6.68 |

79



TOPRAIL

LT.

TOPRAIL

- HIGH CH.

LT.

11.10.10

|         |        |       |       |       |       |
|---------|--------|-------|-------|-------|-------|
| 63+50   | 104.02 | 5.52  | 98.50 | 5.31  | 98.91 |
| 63+00   |        | 6.17  | 97.85 | 6.11  | 97.01 |
| 62+50   |        | 6.78  | 97.24 | 6.73  | 97.29 |
| 62+00   |        | 7.35  | 96.67 | 7.40  | 96.62 |
| 61+50   |        | 7.87  | 96.15 | 7.92  | 96.10 |
| 61+00 - |        | 8.38  | 95.64 | 8.41  | 95.61 |
| 60+50 - |        | 8.80  | 95.22 | 8.82  | 95.20 |
| 60+00 - |        | 9.30  | 94.72 | 9.30  | 94.72 |
| 59+50 - |        | 9.75  | 94.27 | 9.77  | 94.25 |
| 59+00 - |        | 10.2  | 93.87 | 10.20 | 93.82 |
| 58+50.  |        | 10.6  | 93.42 | 10.6  | 93.42 |
| 58+00.  |        | 11.05 | 92.97 | 11.05 | 92.97 |

$$\begin{array}{r} 98.5 \\ 4 \\ \hline 98.1 \end{array}$$



# LEVELS

PROPOSED SIDING - BET.

Plotted W.F.

PROFILE TOP TIE MAIN LINE.

| STA.    | +                      | π      | -    | Red  | ELEV  | REMARKS.                                                     |
|---------|------------------------|--------|------|------|-------|--------------------------------------------------------------|
| B.M.    | 2.29                   | 102.29 |      |      |       | ASSUMED nail in notch in<br>100.00 tel. pole - left 1698+96. |
| 1695+50 |                        |        |      | 6.74 | 95.55 |                                                              |
| 96+00   |                        |        |      | 6.63 | 95.66 |                                                              |
| 96+50   |                        |        |      | 6.60 | 95.69 |                                                              |
| 97+25   |                        |        |      |      |       | TEL. POLE ON LT.<br>OUT. 10.5                                |
| 97+50   |                        |        |      | 6.65 | 95.64 |                                                              |
| 98+50   |                        |        |      | 6.63 | 95.66 |                                                              |
| 98+96   |                        |        |      |      |       | TEL. POLE ON LT.<br>OUT. 13.5                                |
| 99+25   |                        |        |      | 6.61 | 95.68 |                                                              |
| 99+75   |                        |        |      | 6.60 | 95.69 |                                                              |
| 1700+50 |                        |        |      | 6.67 | 95.62 |                                                              |
| 1700+82 |                        |        |      |      |       | TEL. POLE<br>ON LT. OUT. 19.1                                |
| 1701+00 |                        |        |      | 6.78 | 95.51 |                                                              |
| 1+50    |                        |        |      | 6.84 | 95.45 |                                                              |
| T.P.    |                        |        | 6.66 |      | 95.63 |                                                              |
|         | 2.40                   | 98.03  |      |      |       |                                                              |
| 1+90    |                        |        |      | 2.65 | 95.38 |                                                              |
| 2+00    |                        |        |      | 2.62 | 95.41 |                                                              |
| 2+04    | } HAND CAR<br>TURNOUT. |        |      |      |       | LEVEL 15' X 19'                                              |
| 2+19    |                        |        |      |      |       | WITH<br>TOP TIE.                                             |
| 2+50    |                        |        |      | 2.67 | 95.36 |                                                              |
| 2+61    |                        |        |      |      |       | TEL. POLE<br>OUT. 14.5                                       |

JULY. 31. 1916.

SAN ANTONIO & HAYSTACK.

SEE N. 742.

MAIN.

LT.

100 TIE

|      |      |      |      |      |      |      |   |
|------|------|------|------|------|------|------|---|
| -0.5 | +0.4 | +1.8 | +1.8 | -2.4 | -1.5 | 0    | 0 |
| 35f  | 26   | 21   | 16.5 | 11.5 | 8.5  | 5    | 0 |
| -0.5 | +0.3 | +2.1 | +2.1 | +0.4 | -2.1 | -1.5 | 0 |
| 34.5 | 30.5 | 25.5 | 20   | N.5  | 11   | 7.5  | 5 |
| -0.2 | +0.7 | +1.4 | +0.7 | -1.9 | -1.5 | 0    | 0 |
| 35   | 24   | 20   | 16   | 11   | 7.5  | 5    | 0 |

|      |      |      |      |      |   |
|------|------|------|------|------|---|
| +0.5 | +1.6 | -1.7 | -1.1 | 0    | 0 |
| 35f  | 19   | 11   | 8    | 5    | 0 |
| +0.7 | +2.2 | +1.1 | -1.5 | -1.0 | 0 |
| 36f  | 19   | 14.5 | 11   | 8    | 5 |

|       |      |      |      |      |      |      |   |   |
|-------|------|------|------|------|------|------|---|---|
| +0.6  | +2.4 | +3.9 | +3.6 | +1.7 | -1.3 | -1.1 | 0 | 0 |
| 36f   | 18.5 | 22.5 | 19   | 14.5 | 10.5 | 8    | 5 | 0 |
| +10.7 | +1.4 | +2.6 | +1.3 | -1.5 | -0.8 | 0    | 0 | 0 |
| 36.5  | 32   | 20   | 14.5 | 10   | 7.5  | 5    | 0 | 0 |
| +0.5  | +3.0 | +1.6 | -1.7 | -2.8 | 0    | 0    | 0 | 0 |
| 36f.  | 19.5 | 14.5 | 10   | 8    | 5    | 0    | 0 | 0 |

|      |      |      |      |      |      |   |   |
|------|------|------|------|------|------|---|---|
| -0.6 | +0.5 | +2.8 | +2.6 | -1.4 | -0.8 | 0 | 0 |
| 35.5 | 27   | 18   | 15.2 | 10.5 | 8    | 5 | 0 |
| -2.4 | -1.1 | +1.4 | +1.3 | -1.5 | -0.8 | 0 | 0 |
| 35   | 25   | 17   | 14   | 10   | 8    | 5 | 0 |

|      |      |      |      |      |      |   |   |
|------|------|------|------|------|------|---|---|
| -2.9 | -1.8 | +1.5 | -0.4 | -1.8 | -1.0 | 0 | 0 |
| 25f  | 29   | 18   | 14   | 10   | 7.5  | 5 | 0 |
| -3.3 | -3.3 | -2.2 | -1.9 | -1.2 | 0    | 0 | 0 |
| 35   | 30   | 19   | 11   | 8.5  | 5    | 0 | 0 |
|      |      |      |      |      | 5    | 0 | 0 |

|      |      |      |      |   |   |
|------|------|------|------|---|---|
| -4.5 | +4.1 | -1.0 | -1.0 | 0 | 0 |
| 35f  | 23   | 14   | 8.5  | 5 | 0 |

69



STA +  $\pi$  - Rod Elev.

3+00 99.53 2.81 95.22

4+00 3.20 94.73

4+41

4+50 3.69 94.34

TEL. POLE ON  
LEFT OUT. 11.2

NOTE

to S.F. from

WATER  
4+77  
16  
4+88

14+72

14+68

TEL. POLE LT.  
OUT. 10.3

5+00 3.83 94.20

6+00 4.05 93.98

6+21.2

TEL. POLE LT.  
OUT. 10.3

7+00 4.07 93.96

8+00 3.96 94.07

8+86 4.34 98.46 -3.91 94.12

WATER POST ON  
LT. OUT. 10.3

9+50 4.25 94.21

TEL. POLE ON  
LT.

9+67

11+00 3.95 94.51

TEL. POLE ON  
LT. OUT. 10.3

11+43

12+00 3.8 94.66

WATER  
11+77  
12+00

13+00 3.75 94.71

to S.F. from

LT

|       |      |      |      |    |
|-------|------|------|------|----|
| -4.6  | -4.0 | -1.2 | -0   | 40 |
| 36.5f | 16   | 8    | 5    | 8  |
| -4.5  | -4.5 | -1.2 | -1.2 | 0  |
| 36    | 17   | 9    | 8    | 5  |

|      |     |      |      |   |   |
|------|-----|------|------|---|---|
| -3.8 | 3.5 | -0.9 | -0.9 | 0 | 0 |
| 36   | 17  | 10   | 8    | 5 | 0 |

|      |      |      |      |      |   |   |
|------|------|------|------|------|---|---|
| -6.6 | -6.6 | -3.5 | -1.0 | -1.0 | 0 | 0 |
| 36   | 18   | 16   | 10   | 8    | 5 | 0 |

|      |      |      |      |   |   |
|------|------|------|------|---|---|
| -3.5 | -3.6 | -0.8 | -0.8 | 0 | 0 |
| 36f  | 15   | 10   | 8    | 5 | 0 |
| -3.5 | -3.3 | -0.9 | -0.9 | 0 | 0 |
| 36   | 16   | 9.5  | 7.5  | 5 | 0 |

|      |      |      |      |   |   |
|------|------|------|------|---|---|
| -3.5 | -3.7 | -1.0 | -1.0 | 0 | 0 |
| 36f  | 15.5 | 10   | 8    | 5 | 0 |
| -3.4 | -3.5 | -1.0 | -0.9 | 0 | 0 |
| 36f  | 14   | 10   | 7.5  | 5 | 0 |

9+50 - X-SEC.

|      |      |      |      |   |   |
|------|------|------|------|---|---|
| -3.7 | -3.5 | -1.0 | -1.0 | 0 | 0 |
| 36f  | 16   | 10   | 8    | 5 | 0 |
| -3.5 | -3.5 | -1.0 | -0.9 | 0 | 0 |
| 36   | 17.5 | 11   | 8    | 5 | 0 |

|      |      |      |      |      |   |   |
|------|------|------|------|------|---|---|
| -5.5 | -5.2 | -4.5 | -0.9 | -0.9 | 0 | 0 |
| 36   | 20   | 16.5 | 12   | 8    | 5 | 0 |

|      |     |      |      |   |   |
|------|-----|------|------|---|---|
| -4.3 | 4.3 | -1.1 | -1.1 | 0 | 0 |
| 36   | 18  | 12   | 8.5  | 5 | 0 |



TOP  
TIE

| STA   | + | π     | - | Pod  | ELEV. | REMARKS.                                 |
|-------|---|-------|---|------|-------|------------------------------------------|
| 13+22 |   | 98.46 |   |      |       | TEL. POLE                                |
| 13+50 |   |       |   | 3.83 | 94.63 |                                          |
| 14+68 |   |       |   |      |       | TEL. POLE<br>ON LT. OUT. 10 <sup>3</sup> |
| 14+50 |   |       |   | 3.90 | 94.56 |                                          |
| 15+50 |   |       |   | 3.85 | 94.61 |                                          |

B.M. SET. RED KEEL  
MARK IN NOTCH  
IN TEL. POLE ON LEFT } - Rod  
1 STA. 14+68. - OUT. 10.3 } 2.01  
pt. IS 3' ABOVE GROUND } ELEV = 96.45

END

96

X-SETS.

17.

40  
0

|      |      |      |      |   |   |
|------|------|------|------|---|---|
| -3.9 | -4.0 | -1.1 | -1.1 | 0 | 0 |
| 36f  | 18   | 1.5  | 8    | 5 | 0 |

|      |      |      |      |   |   |
|------|------|------|------|---|---|
| -3.9 | -3.9 | -1.1 | -1.1 | 0 | 0 |
| 36f  | 16   | 1.1  | 7.5  | 5 | 0 |
| -3.8 | -3.7 | -1.2 | -1.2 | 0 | 0 |
| 36   | 16   | 9.5  | 7.5  | 5 | 0 |

NOTE: ALL X-SETS TAKEN  
WITH "Y" LEVEL & DISTANCES  
OUT WITH STEEL TAPE -

- JULY 31-1916.



CROWN-

Plotted W.J.A.

Aug 12-1914

STA. +  $\pi$  - Rod Elev. REMARKS.  
 TOP 2.28 29.98 27.7 STA 2062 + 96.5  
 BAIL CUM. 400  
 2-36" PIPE.

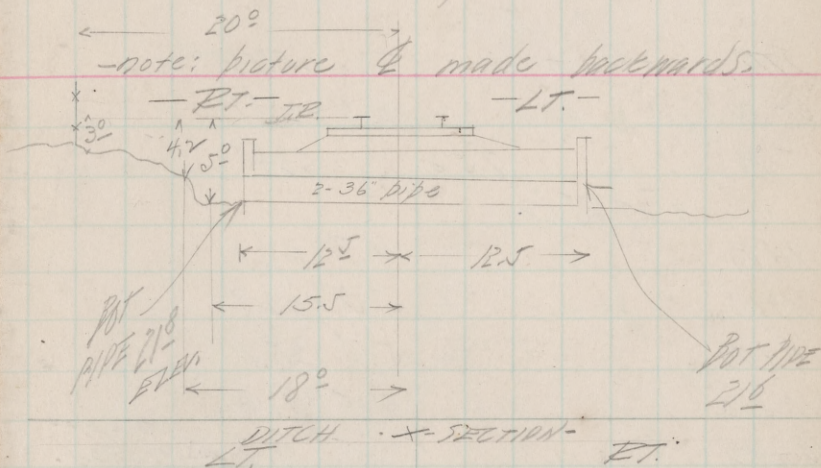
called of track & of pipe 0+00  
 & charmed along center of  
 ditch on left. - (SEE CURVE plot of 1)

|                |                                                                         |       |      |                      |
|----------------|-------------------------------------------------------------------------|-------|------|----------------------|
| 0+00           | 2.28                                                                    | 29.98 |      | TOP BAIL.            |
| 0+12.5         |                                                                         |       | 8.3  | 21.6 PAT. PIPE.      |
| 0+18           |                                                                         |       | 8.0  | 22.0                 |
| 0+26.5         |                                                                         |       | 7.7  | 22.3                 |
| 0+32.5         | } STA. <sup>BATH</sup> <u>EDGE</u><br><sup>1/2</sup> BRIDGE<br>HIGH WT. |       | 7.3  | 22.7 60' under 80'   |
| 0+67.5         |                                                                         |       | 7.4  | 22.6 " " "           |
| TOP BRIDGE     |                                                                         |       | 3.85 | 26.15 BB = 15' x 13' |
| POT. STRONGER. |                                                                         |       | 5.1  | 24.9                 |
| 0+70.5         |                                                                         |       | 8.3  | 21.7                 |
| 0+84.5         |                                                                         |       | 8.6  | 21.4                 |
| 1+00           |                                                                         |       | 8.2  | 21.8                 |
| 2+00           |                                                                         |       | 8.0  | 22.0                 |
| 3+00           |                                                                         |       | 8.4  | 21.6                 |
| 4+00           |                                                                         |       | 8.6  | 21.4                 |
| 5+10           |                                                                         |       | 8.7  | 21.3                 |

LETTERS ON DITCH AT RIGHT ANGLES  
TO TRACK ON LEFT. AT  
E.S. 2063

JULY 11, 1916

Lt. & Rt. from S.T.



+2.0 +2.0 +0.2 0 0 +1.7 +1.9 ✓  
16 8 5 0 7 11 19

Plotted W.S.F. May 12-16

level +2.6 +2.3 +0.4 0 +0.5 +1.9 +2.4 +2.6 level  
14 6 3 0 3 4 7 14  
+2.8 +2.6 0 0 0 +2.2 +2.0  
14 5 3 0 3 8 14  
+1.4 +1.4 0 0 0 +1.3 +1.3  
14 4 2 0 2 4 14  
level +1.0 0 +1.0 0 0 +1.2 level  
6 2 3 0 2 4  
+0.7 +0.6 0 0 0 +0.7 +0.7  
14 4 15 0 1.5 2 14

69



ADDITIONAL  
notes. this proposition  
this book  
page 17.  
- Crown -

| STA.                      | +    | -     | Red ELEV.                                       |
|---------------------------|------|-------|-------------------------------------------------|
| 6+00                      |      |       | 8.9 2/1                                         |
| T.P.                      |      | 2.53  | 22.45                                           |
|                           | 3.27 | 25.82 |                                                 |
| 7+00                      |      |       | 4.7 2/1                                         |
| 8+00                      |      |       | 5.0 20.8                                        |
| 9+00                      |      |       | 5.7 20.1                                        |
| 10+00                     |      |       | 6.5 19.3                                        |
| 10+92                     |      |       | 7.5 18.3 $\Delta$ 15 ft. to left.               |
| 12+00                     |      |       | 8.0 17.8                                        |
| 13+00                     |      |       | 8.7 17.1                                        |
| 14+00                     |      |       | 8.9 16.9                                        |
| 15+00                     |      |       | 9.3 16.5                                        |
| 16+00                     |      |       | 10.0 15.8                                       |
| 17+00                     |      |       | 10.1 15.7                                       |
| 18+06                     |      |       | 3.32 22.5 int. ditch<br>+ 2 PET. 2<br>S.E. of - |
| TOP RAIL.                 |      |       |                                                 |
| BOT. STRINGER OR TOP CAP. |      |       | 5.62 20.20                                      |
| T.P.                      |      | 3.32  | 22.50                                           |
|                           | 1.4  | 23.90 |                                                 |
| 18+06                     |      |       | 8.2 15.7 ground under track                     |
| 19+00                     |      |       | 9.1 14.8                                        |
| 20+00                     |      |       | 9.5 14.4                                        |
| 21+00                     |      |       | 9.9 14.0                                        |
| 22+00                     |      |       | 11.0 12.9                                       |

AUG. 15-1916.

LT.

4

BT.

4' WIDE 1' DEEP

5' WIDE 0.8' DEEP

|      |      |     |   |     |      |      |      |
|------|------|-----|---|-----|------|------|------|
| kerf | +0.8 | 0   | 0 | 0   | +1.0 | +1.0 |      |
|      | 3    | 1.5 | 0 | 1.5 | 3    | 9    |      |
| +1.5 | +1.5 | 0   | 0 | 0   | +1.1 | +1.8 | kerf |
| 9    | 2    | 1.5 | 0 | 1.5 | 3    | 7    |      |

|      |      |     |   |     |      |      |
|------|------|-----|---|-----|------|------|
| +1.8 | +1.4 | 0   | 0 | 0   | +1.2 | +1.7 |
| 16   | 8    | 3.5 | 0 | 3.5 | 10   | 18   |

|      |      |     |      |     |      |      |
|------|------|-----|------|-----|------|------|
| +2.5 | +2.2 | 0   | 0    | 0   | +1.2 | kerf |
| 25   | 10   | 3.5 | 0    | 3.5 | 15   |      |
| +1.8 | +0.6 | 0   | 0    |     | +2.0 |      |
| 20   | 4    | 0   | 2    |     | 15   |      |
| +2.7 | +1.6 | 0   | 0    | 0   | +2.2 |      |
| 15   | 7    | 2   | 0    | 4   | 15   |      |
| +3.3 | +0.7 | 0   | +0.4 |     | +3.3 |      |
| 20   | 15   | 0   | 4    |     | 19   |      |

|        |      |      |      |   |   |   |      |      |      |
|--------|------|------|------|---|---|---|------|------|------|
| 7-520  | +3.7 | +1.0 | +0.8 | 0 | 0 | 0 | +2.4 | +3.0 | kerf |
| 20+100 | 40   | 10   | 5    | 3 | 0 | 8 | 11   | 23   |      |

END - 100 ac ditch. 7' wide bottom. - 3' deep.

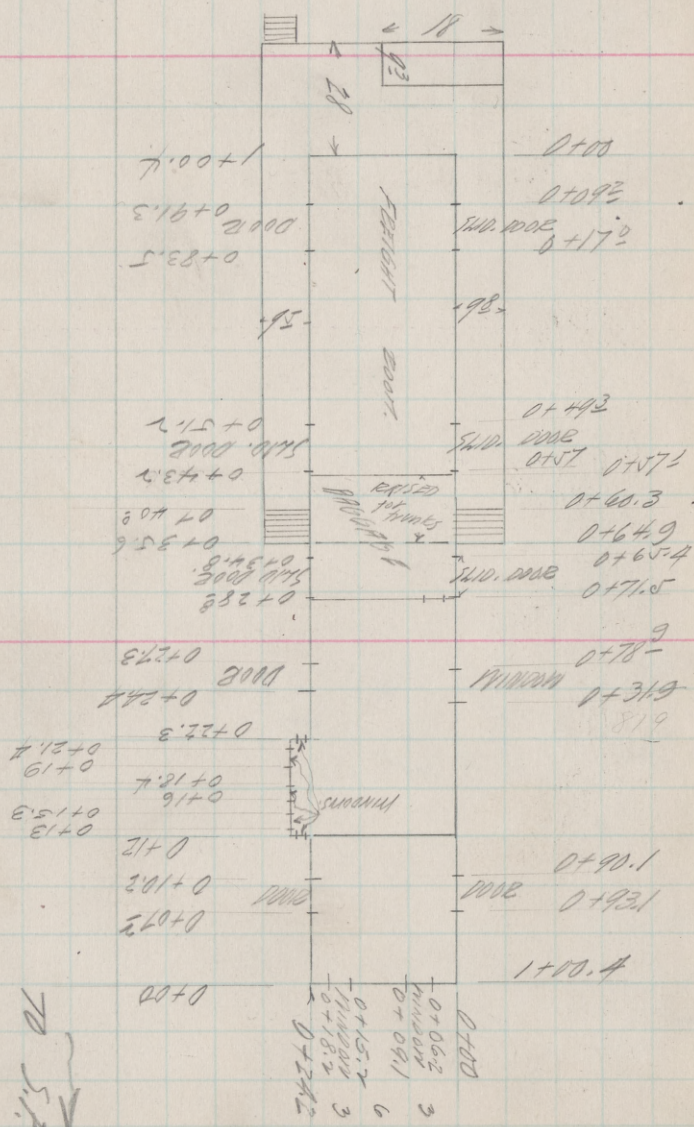


Aug. 1st. 1916

FILTON.

# DEPOT CHECK FOR PLAN

Plotted by W.J.H.  
Aug. 10-1916

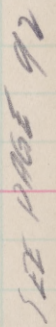


70 5.15

72

AUG. 15.  
1916.

CHECK WINERY  
CLEARANCES  
& SPUR  
LOCATION.



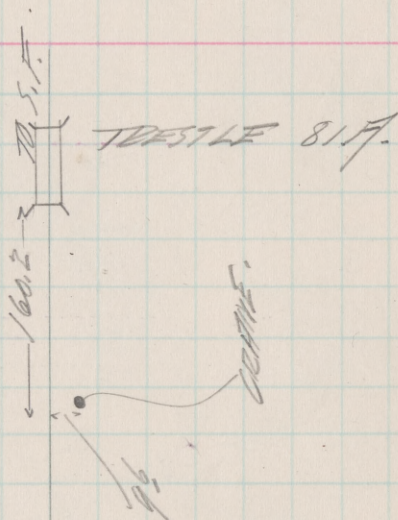
this is  
155 ft.  
nest of  
east switch  
to scale  
gauntlet  
track.



Aug. 2nd.  
1916.

ASTI—

LOCATION MAIL  
CRANE



DEPT

75





AUG. 2ND-1916

-WYE-

3

N.W.P. R.R.

2nd track

528

NEW  
TRACK  
PUT IN  
BY S.R.CO.

indicated

68

PF #9

129.4

PF #10

EAST

SEE SEPERATE  
SKETCHES OF  
WEST & EAST  
WAYOUT. ON  
following  
pages



82

96 + 62' 0"

P.S. 11

8' 6"

P.F. #9

0' 6"

P.S.M.

108'

120'

P.F. #9 MARK

EVEN JOINTS

6' 9"

8' 0"

HEEL FROM  
N.W. COR

NOTE:  
TAPER ON RIGHT  
JOINT HEEL ON LEFT. 17' 6" DOWN  
EARL JOINTS - MOVE ARE APP.  
EVEN TAPER SO HEEL EVEN JOINTS  
IF #10 FROM 15 USED TO P.S. 2' from  
length making KAD to JOINT.

WEST

SANTA ROSA  
- 71' E.

16' OUT

15' 12' centers  
should be 13'  
will make reverse  
curve - EAST of well.  
as indicated  
from P.F. to P.F.

DE

can only get  
108° - should be 117.25

32.5

130°

SP

ON THE 100' CURVE

25°

100' CURVE

DE #9

OVER

W



LAY OUT  
AT EAST END.

MAIN LINE N.W.P.

32.5

TO S.P.

Q

785'  $\nearrow$   
P.F. #9

Should be 13'

12.6'

8.1'

P.F. #9

HEEL FEEDS N.M.P.  
EVEN JOINTS  
P.S.M.

13.0'

8.0'

P.F. #9

Fig. 8-11  
7.5'  
8.0'

5pk page  
#105



Plotted M.H.W.  
Aug. 15 '16

# SANTA - ROSA WYE X-SECTIONS.

{  $\frac{1}{2}$  N.M.P. 2nd track = 0+00  
top tie = 0

main line E.S. used -

|         | 2nd track    |      |      |             |                  |
|---------|--------------|------|------|-------------|------------------|
| 99+26   | 0            |      |      |             | 0                |
|         | 0            |      |      |             | 20               |
| 2800+00 | 0            | 0    | -1.7 | -1.0        | -0.7             |
|         | 0            | 7.5  | 13   | 16          | 28. top S.P.     |
| 1+00.   | 0            | 0    | -3.0 | -2.5        | -0.7             |
|         | 0            | 6.5  | 13   | 21          | 24 S.P.          |
| 2+00    | 0            | 0    | -1.7 | -3.0        | -3.0 -0.7        |
|         | 0            | 10   | 13   | 18          | 20 23 top        |
| 3+00    | 0            | 0    | -2.8 | -2.8        | -0.7             |
|         | 0            | 9    | 15   | 20 top S.P. | 24 top           |
|         |              |      |      |             | fol.             |
| 4+00    | same as 3+00 |      |      |             |                  |
| 5+00    | 0            | 0    | -2.5 | -2.5        | -0.7             |
|         | 0            | 12   | 16   | 19          | 24               |
| 6+00    | 0            | 0    | -1.8 | -1.8        | -0.7             |
|         | 0            | 8    | 13   | 20          | 23 top S.P. - 11 |
| 7+00    | 0            | -0.2 | -2.5 | -2.5        | -0.7             |
|         | 0            | 7    | 13   | 15          | 18 top S.P.      |
| 8+00    | 0            |      |      | 0           |                  |
|         |              |      |      | 25          |                  |

Note - 3 Mrs had already  
been malaried in west  
and before x-sec. were  
taken and 9 more  
were malaried after  
they were taken -  
aug. and 1916.

ALL  
FILL  
SP FILL

SHOWING TO S.F.  
EAST  
LAYOUT.

✓ S.P. SWITCH  
(BAD ALIGN)

110  
CURVE

68°

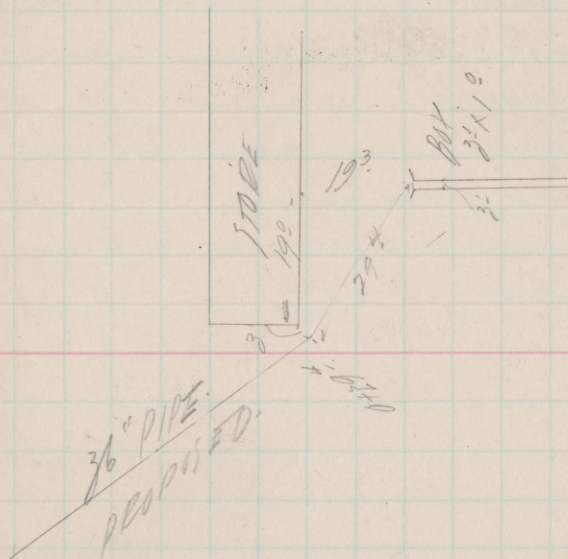
SEE PAGE 105

88





- TIBURON -





# - TIBUIEON -

PROP. 36" PIPE.

AUG. 24-1916

| STA.                    |                          |       | ↑ ELEV. |
|-------------------------|--------------------------|-------|---------|
| { 0+00                  | 0.3 above H <sub>1</sub> | —     | 18.6 ✓  |
| <sup>ETW BOX</sup> 0+29 | Ground                   | 4.5   | 13.8 ✓  |
| 0+93                    | TK 1 top tie             | 5.8   | 12.5 ✓  |
| 1+25                    | # 2 "                    | 6.0   | 12.3 ✓  |
| 1+43                    | # 3 "                    | 5.9   | 12.4 ✓  |
| 1+63                    | # 4 "                    | 5.9   | 12.4 ✓  |
| 1+79                    | # 5 "                    | 6.1   | 12.1 ✓  |
| 2+00                    | # 6 "                    | 6.1   | 12.2 ✓  |
| 2+16                    | # 7 "                    | 6.2 - | 12.1 ✓  |
| 2+44                    | # 8 "                    | 5.3   | 12.1 ✓  |
| 3+03                    | # 9 "                    | 5.4   | 12.0 ✓  |
| 3+16                    | # 10 "                   | 5.4   | 12.0 ✓  |
| 4+00                    |                          | 6.1   | 11.3 ✓  |
| 4+53                    |                          | 6.1   | 11.3 ✓  |
| 4+60                    | TOP                      | 4.0   | 13.4 ✓  |
| 4+65                    | EDGE WHARF               |       |         |
| 4+65                    | TOP WHARF                | 4.9   | 12.5 ✓  |
| 4+65                    | 60. under wharf }        | 10.2  | 7.2     |

$\pi$

T.P. - 6.2K  
+ 5.4

17.4  
5.4  

---

12.0  
6.2  

---

18.3



# LEVELS.

MUNGAN MILLS. ON SPUR.

| STA. | Loc. | T.E. Ht. | ELEV. | Loc. | T.E. Ht. | ELEV. |
|------|------|----------|-------|------|----------|-------|
| P.S. | 4.1  |          | 100.  |      |          |       |
| 1+50 | 4.18 |          | 99.92 |      |          |       |
| 1+00 | 4.31 |          | 99.79 |      |          |       |
| 1+25 | 4.48 |          | 99.62 | 4.51 |          | 99.59 |
| 1+50 | 4.48 |          | 99.62 | 4.52 |          | 99.58 |
| 1+75 | 4.53 |          | 99.51 | 4.56 |          | 99.54 |

$\pi = 104.1$

|      |      |       |      |       |            |                 |
|------|------|-------|------|-------|------------|-----------------|
| 1+82 | 4.62 | 99.48 | 4.63 | 99.47 | } = $\neq$ |                 |
| 1+92 | 4.60 | 99.50 | 4.63 | 99.47 |            | $\neq$ oil cov. |
| 2+00 | 4.62 | 99.48 | 4.64 | 99.46 |            |                 |
| 2+02 | 4.68 | 99.42 | 4.70 | 99.40 | } = $\neq$ |                 |
| 2+18 | 4.66 | 99.44 | 4.68 | 99.42 |            |                 |
| 2+25 | 4.71 | 99.39 | 4.69 | 99.41 |            |                 |
| END  |      |       |      |       |            |                 |

TRUCK

TRUCK





91

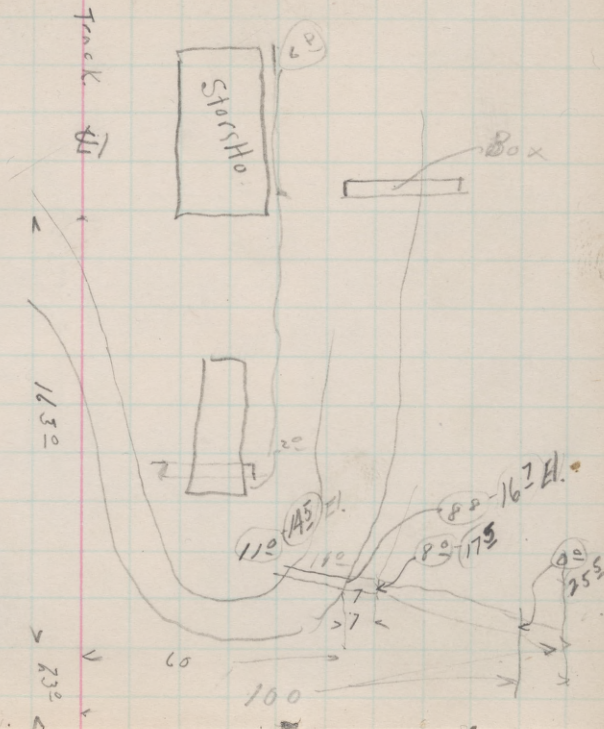
E/er.

|                |                 |     |
|----------------|-----------------|-----|
| 6 <sup>9</sup> | Bot Box         | 186 |
| 2 <sup>5</sup> | Bot Bot Top Ed. | 230 |
| 18             | & Road          | 237 |

Ex-11<sup>5</sup>-14<sup>2</sup> Box at Oil House

$$\begin{array}{r} 18.6 \\ 1.7 \\ \hline 203 \text{ H.I.} \end{array}$$

1<sup>2</sup> Bot Box 14<sup>6</sup>  
6<sup>9</sup> Ground Box 14<sup>3</sup>  
6<sup>9</sup> End Store 13<sup>5</sup>





= FULTON =

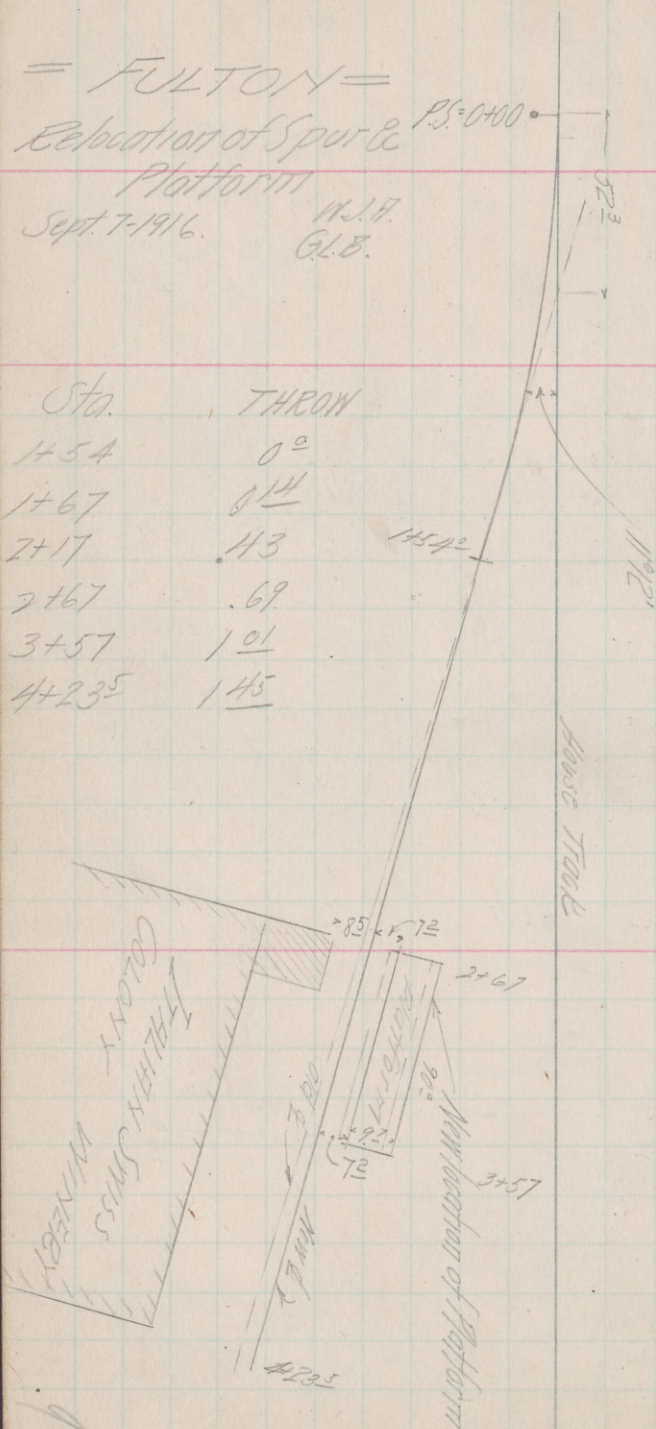
Relocation of Spur & Platform

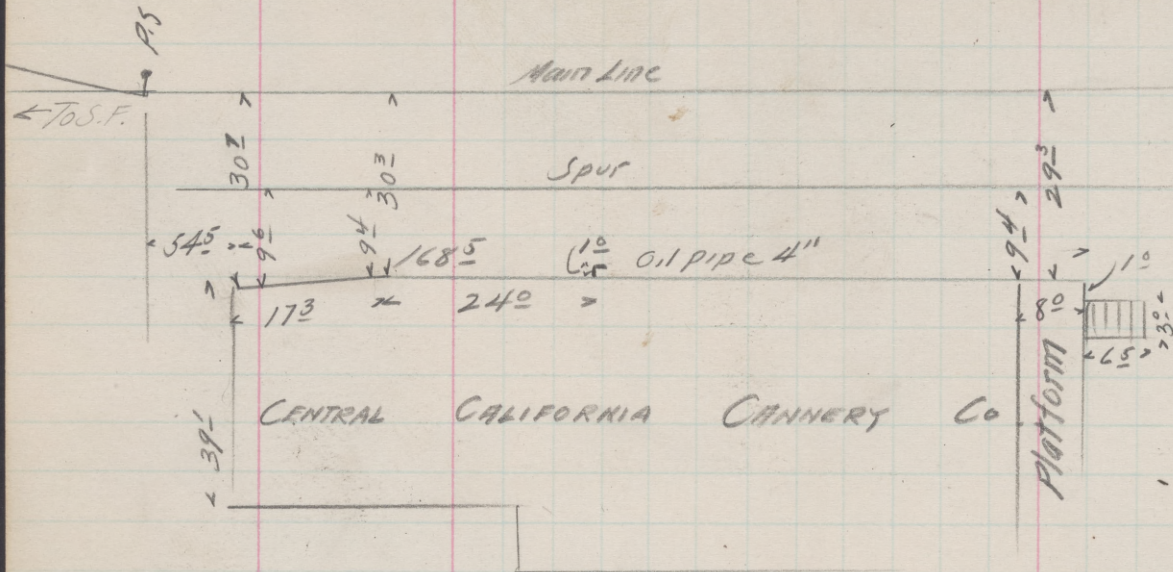
Sept 7-1916.

M.J.H.  
G.L.B.

P.S. = 0+00

| Sta.  | THROW |
|-------|-------|
| 1+54  | 0°    |
| 1+67  | 014   |
| 2+17  | 43    |
| 2+67  | .69   |
| 3+57  | 101   |
| 4+235 | 145   |





HEALDSBURG

Location C. C. C. Co

Sept. 11-16

W. J. A.

F. K.



Winery

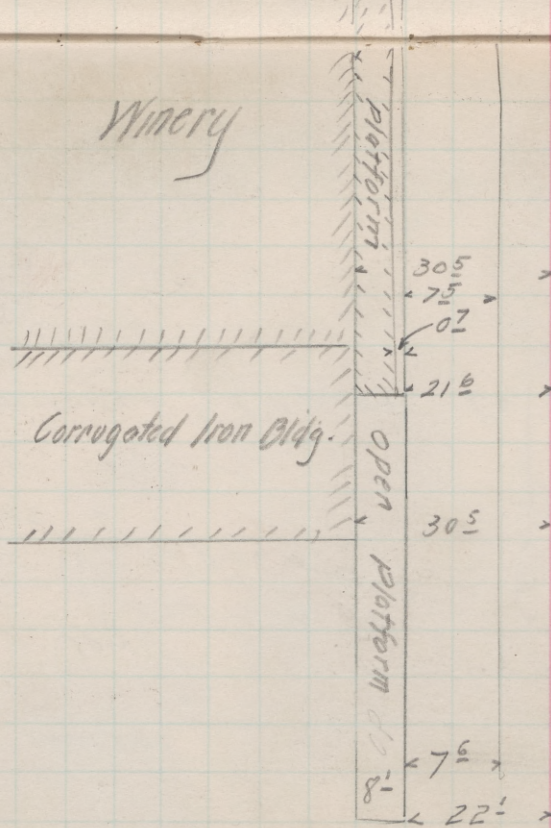
3+67<sup>5</sup> End Brick Bldg

5+87<sup>4</sup> End of Covered Plat

Corrugated Iron Bldg.

6+15<sup>5</sup> Line of Bldg.

6+75<sup>6</sup> End Platform



Plotted  
W.S.F.

3562+07 I P.S.

95

3+83 = End Platform (Corrid)  
 A+193 " Uncovered Portion of Plat.

OLIVETO  
 Location Winery Sheds  
 Sept 11-16  
 W.S.A.  
 F.K.

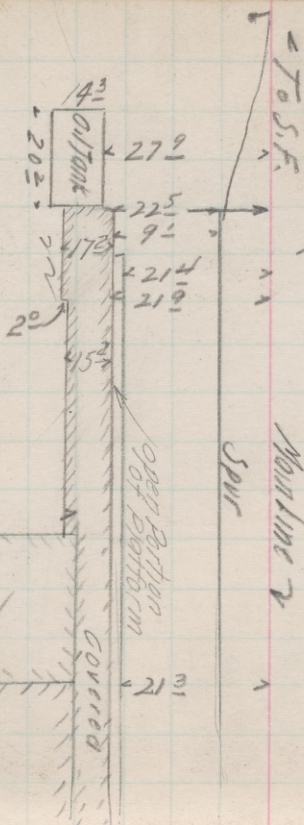
Shed 14 ft. High

4+50

46.6  
 Corrugated Shed

4+64 = W.L. Brick Ho.

Brick  
 Covered  
 21.3



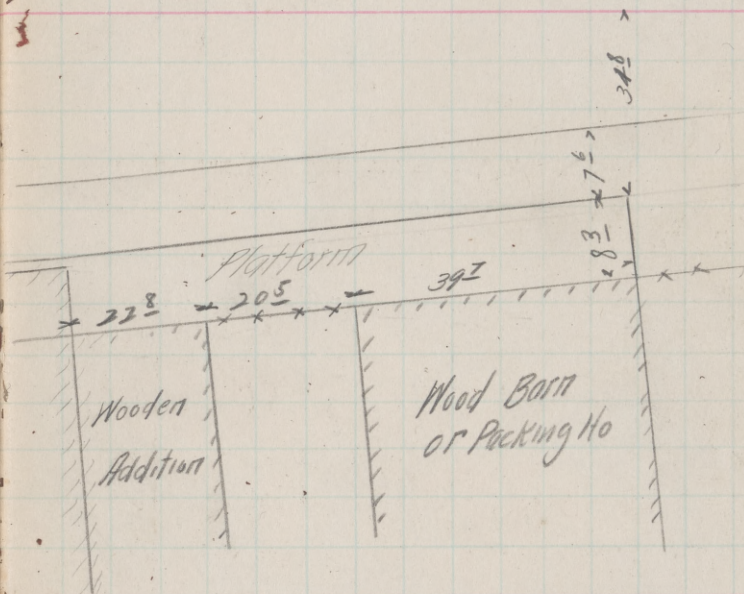


HEALDSBURG  
Location Calif. Canneries Assoc.

Sept. 11-16

W. J. A.

F. K.



322' to E.L. Depot.

← T.O.S.F.

Main Line

Spur

Force

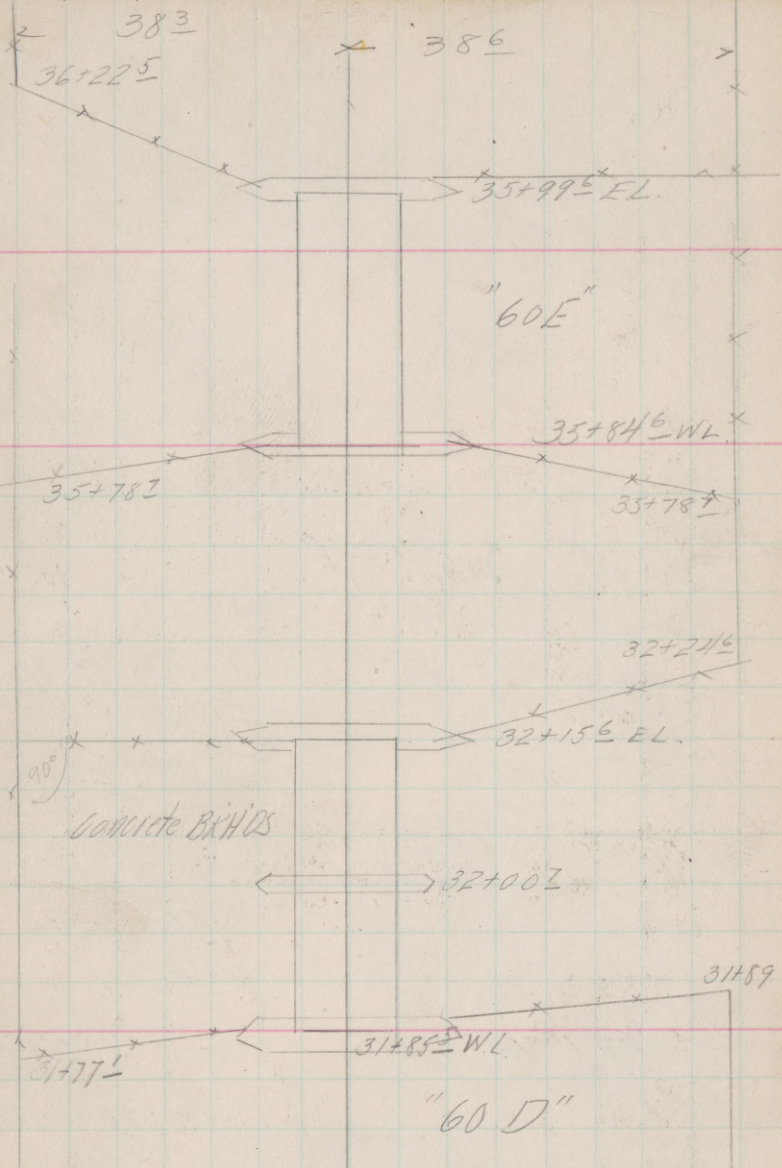
Covered Platform

Brick Bldg

57'-  
80'-

65'-  
76'-





TRESTLE "60D"

& 60E

MARK WEST

SEPT-1916

N.J.H.

F.K.

P.S. = 0+00

← To S.F.

Mark West

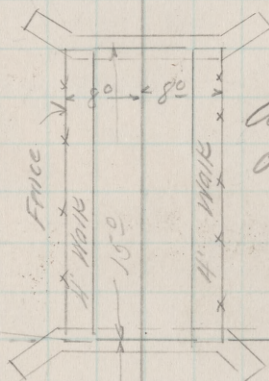
# TRESTLE 58-D-

<sup>5</sup>  
13  
233 FULTON

Sept-11-1916

W. L. H.  
F. K.

P-1639



Concrete Bulk Hds  
& Wing Walls

233

P.B. East Switch = 0+00  
Fulton



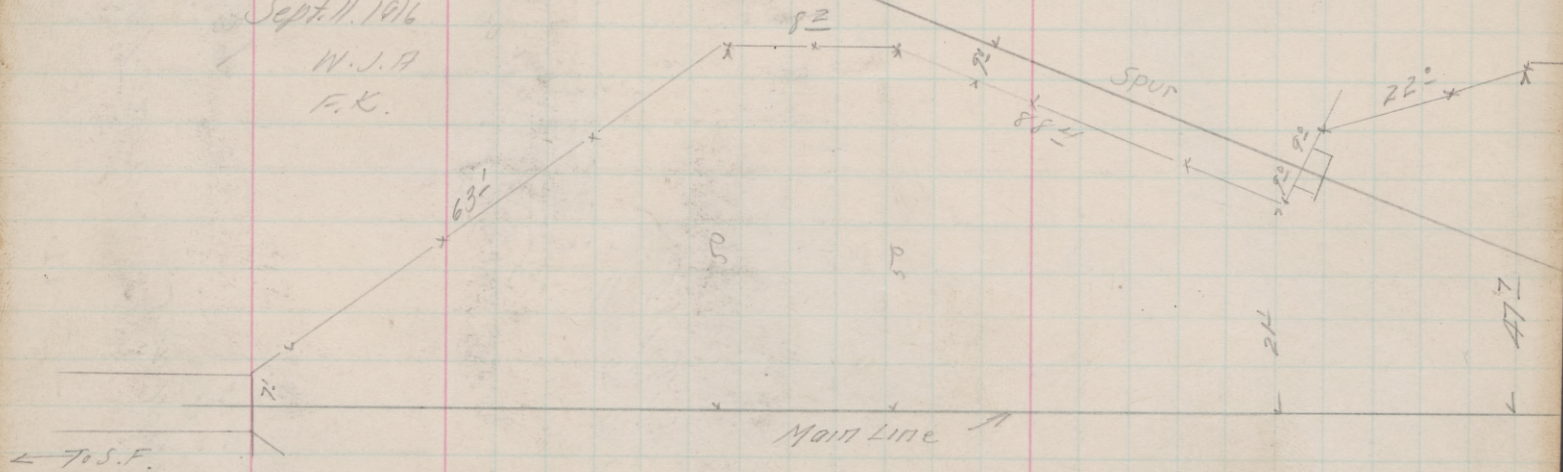
Sotoyama Lumber Rd

HEALDSBURG  
Fence as staked

Sept. 11, 1916

W.J.A

F.K.



✓ From Rail Pass Car H.I.

8<sup>5</sup> out clear vision West

8<sup>5</sup> " " " Mason Spur P.S.

H.I From Truck (Dump) = ~~64~~ 73  
from Top Ground.

Clear Vision on both Sides at 6' out  
Pass Car height →



22. 10. 1911

20. C.C.

1891-1892

56

How much?

243

h.p.

190.

11. 5. 10. 11. 12.

888  
Cohite

17. 11

$\frac{1}{\sqrt{2}}$

04/10/20

一

0.25

4/11/50

不

102 ✓

0 + 0 D. 11.9  
 0 + 0 14.5  
 0 + 0 14.5  
 0 + 0 14.5  
 0 + 0 14.5

129'

455  
 13  
 322

135  
 130  
 260  
 19  
 405

712  
 136  
 848

N.W.P.  
 M.H.

5  
 18 + 18

550  
 1440  
 3140

SANTA ROSA

CHECK.  
 NEW INTERCHANGE  
 SWITCHES.  
 TRACCS.

DEC. 22 - 1916

103



DEC. 22-1916

# SANTA-ROSA

Zero. SECTION #1 9+93°

|              |                 |                  |                     |                     |                     |                   |                   |
|--------------|-----------------|------------------|---------------------|---------------------|---------------------|-------------------|-------------------|
| 9+50         | $\frac{0}{0}$   | $\frac{0}{4.5}$  | $\frac{-0.7}{6}$    | $\frac{-0.6}{9.5}$  | $\frac{0.0}{11.5}$  |                   |                   |
| 0 = top tie. |                 | -0.00 tie.       |                     |                     |                     |                   |                   |
| 8+00         | $\frac{0}{0}$   | $\frac{0}{4.5}$  | $\frac{-0.6}{6.5}$  | $\frac{-0.6}{11}$   | $\frac{0.0}{14.5}$  | $\frac{0.1}{15}$  | $\frac{0}{19}$    |
| 7+00         | $\frac{0}{0}$   | $\frac{0}{4.5}$  | $\frac{-0.7}{6}$    | $\frac{-0.7}{11.5}$ | $\frac{+0.2}{14}$   | $\frac{0}{15}$    |                   |
| 6+00         |                 | $\frac{0}{4.5}$  | $\frac{-0.8}{6}$    | $\frac{-0.7}{11.5}$ | $\frac{+0.2}{14}$   | $\frac{0}{15}$    |                   |
| 5+00         | $\frac{0}{4.5}$ |                  | $\frac{-1.0}{7}$    | $\frac{-1.0}{9}$    | $\frac{-0.6}{10.5}$ | $\frac{-0.3}{12}$ | $\frac{+0.2}{14}$ |
| 3+50         | $\frac{0}{4.5}$ | $\frac{-1.0}{7}$ | $\frac{-0.7}{12}$   | $\frac{+0.1}{14.5}$ | $\frac{+0.1}{15}$   |                   |                   |
| 2+50         | $\frac{0}{4.5}$ | $\frac{-1.0}{7}$ | $\frac{-0.7}{12.5}$ | $\frac{0.0}{14}$    | $\frac{0}{15}$      | $\frac{0}{19}$    |                   |

Zero SECTION #1 1+39

$\frac{10.1}{1.5} = 6.73$   
 $\frac{10.1}{1.0} = 10.1$   
 $\frac{10.1}{0.5} = 20.2$

SECTIONS TAKEN TO COMPUTE HITT.  
 GRADING. NECESSARY FOR CAR. for  
 CAR-REPAIRER.

|     |               |                |      |      |      |      |      |      |      |      |      |    |
|-----|---------------|----------------|------|------|------|------|------|------|------|------|------|----|
| 50' | SECTION - A-A | 0              | 0    | 0    | -0.4 | -1.0 | -3.0 | -3.0 | -2.5 | -1.7 | -0.5 | 00 |
| 50' | "             | 0              | 4.5  | 6    | 6.5  | 9.   | 1.5  | 50   | 70   | 78   | 89   | 94 |
| 50' | B-B           | 0              | 10.1 | -0.8 | -1.0 | -3.0 | -2.7 | 10.2 | 0.0  |      |      |    |
| 50' | "             | 0              | 5    | 7    | 9.5  | 16   | 42.5 | 48   | 50   |      |      |    |
| 60' | C-C           | 0              | 0    | -0.8 | -0.8 | -2.0 | -2.0 | 0.0  |      |      |      |    |
| 60' | "             | 0              | 6    | 6    | 9.5  | 12   | 24   | 32.5 |      |      |      |    |
| 101 | D-D           | ZERO SECTION - |      |      |      |      |      |      |      |      |      |    |

SUMMA  
 INTERCHANGES



$$\begin{array}{r} 106.03 \\ \times 88 \\ \hline 111.91 \\ 110.03 \\ \hline 1.88 \end{array}$$

$$\begin{array}{r} 109.03 \\ \times 1.13 \\ \hline 121.13 \\ 106.03 \end{array}$$

TUNNEL #1

STH.  
B.M.

+ 7.23

H.L. = 107.23

500 + 00

1.18

T.P.

+ 5.88

1.24

GO Rod.

500 + 00

5.88 ✓

500 + 50

5.38 ✓

501

4.88 ✓

1 + 50 ✓

5.60

1.38 ✓

2 + 00 ✓

5.10

2 + 50 ✓

4.60

3 + 00 ✓

4.10

3 + 50

4 + 00

$$\begin{array}{r} 106.03 \\ 104.11 \\ \hline 1.92 \end{array}$$

nails are  
19" above  
bot. foot  
bls

106

$$\begin{array}{r}
 106.03 \\
 6.18 \\
 \hline
 112.21 \\
 106.53 \\
 \hline
 5.68 \checkmark
 \end{array}$$

$$\begin{array}{r}
 107.65 \\
 1.63 \\
 \hline
 106.02
 \end{array}$$

S.P.

Q.D. ELEV.

GD.

ELEV.  
new pts.  
set.

$$\begin{array}{r}
 106.03 \\
 + 5.73 \\
 \hline
 111.76
 \end{array}$$

$$\begin{array}{r}
 111.76 \\
 5 \\
 \hline
 116.76
 \end{array}$$

106.03

106.02

Q.D. ELEV.

106.03

106.53

107.03

107.53

108.03

108.53

109.03 ✓

106.53

0147

045

1124

1450

1461

1496

2400

2443

2450

3400

107.00

107.03

103.05

107.53

107.77

108.03

108.14

108.49

108.53

108.96

109.03

109.53

4.63

- 4.10

- 3.86

3.49

3.14

2.67

MARCH 17-1917

$$\begin{array}{r}
 111.76 \\
 109.03 \\
 \hline
 2.73
 \end{array}$$

JO 2 + 50.

$$\begin{array}{r}
 111.76 \checkmark \\
 108.53 \\
 \hline
 3.23
 \end{array}$$

$$\begin{array}{r}
 111.76 \\
 109.03 \\
 \hline
 2.73
 \end{array}$$

$$\begin{array}{r}
 111.76 \\
 108.03 \\
 \hline
 3.73
 \end{array}$$

$$\begin{array}{r}
 111.76 \\
 108.53 \\
 \hline
 3.23
 \end{array}$$

107  
108  
109



# WEST of TUNNEL #2

Old Rd. West of T.

Pod  
T.E.

NICH Lt.

|       |      |       |                    |      |     |
|-------|------|-------|--------------------|------|-----|
| 43+00 | 4.49 | J. 49 | Oct. 1/3           | 5.50 |     |
| 42+50 | 4.27 | J. 54 | 16                 | 5.63 | 4.0 |
| 42+00 | 4.18 | J. 49 | 2/5                | 5.75 | 3.6 |
| 41+50 | 4.04 | J. 24 | 2.23               | 5.88 | 3.6 |
| 41+00 | 3.94 | J. 61 | 2.43               | 6.00 | 3.5 |
| 40+50 | 3.90 | J. 80 | 2.38               | 6.13 | 3.4 |
| 40+00 | 3.97 | 6.26  | 1/4 track<br>27.60 | 6.26 | 4.0 |
| 39+50 | 4.00 | 6.15  | 2.5                | 6.40 | 3.0 |
| 39+00 | 3.93 | 6.50  |                    | 6.85 | 2.4 |
| 38+50 | 4.10 | 7.30  | bit. boy           | 7.30 | 4.0 |
| 38+25 | 4.10 | 7.60  | 2.5                | 7.30 | 4.0 |
| 38+14 |      |       |                    |      |     |

MARCH 5-1917

106.53

DITCH B.

|      |      |
|------|------|
| 5.06 |      |
| 4.97 |      |
| 3.60 | 5.04 |
| 3.65 | 5.00 |
| 3.57 | 5.11 |
| 3.75 | 5.36 |
| 4.35 | 5.85 |
| 3.91 | 6.00 |
| 4.84 | 6.30 |
| 4.81 | 6.00 |
|      | 6.10 |



$$\begin{array}{r} 106.02 \\ + 9.91 \\ \hline 115.93 \end{array}$$

$$\begin{array}{r} 106.02 \\ 5.45 \\ \hline 111.47 \end{array}$$

$$\begin{array}{r} 106.02 \\ 6.06 \\ \hline 112.08 \\ 109.03 \\ \hline 3.05 \end{array}$$

$$\begin{array}{r} 112.08 \\ 109.53 \\ \hline \end{array}$$

$$583 + 01.$$

$$2 + 44$$

$$1 + 96 -$$

$$1 + 61$$

$$1 + 24$$

$$1 + 00$$

$$0 + 47$$

$$\begin{array}{r} 105.39 \\ 3.03 \\ \hline \end{array}$$

$$102.36 \text{ T.P.}$$

$$+ 4.86$$

$$\begin{array}{r} 107.22 \\ 1.20 \\ \hline \end{array}$$

$$106.02$$

$$106.03 \text{ T.P.}$$

$$6.29$$

$$\begin{array}{r} 112.32 \\ \hline \end{array}$$

109.12

112.06  
106.53  
5.55

106.02

90 5.55

106.02

|        |        |      |      |        |      |
|--------|--------|------|------|--------|------|
| 0+47 ✓ | 107.00 | 5.08 | 0+35 | 106.88 | J.44 |
| 0+50   | 107.03 |      | 0+50 | 107.03 | J.29 |
| 1+00 ✓ | 107.53 | 4.55 | 0+65 | 107.18 | J.14 |
| 1+24 ✓ | 107.77 | 4.31 | 1+00 | 107.53 | 4.79 |
| 1+50   | 108.03 |      | 1+24 | 107.77 | 4.55 |
| 1+61 ✓ | 108.14 | 3.94 | 1+61 | 108.14 | 4.18 |
| 1+96   | 108.49 | 3.59 | 1+96 | 108.49 | 3.83 |
| 2+00   | 108.53 |      | 2+21 | 108.74 | 3.58 |
| 2+13   | 108.96 | 3.12 | 2+43 | 108.96 | 3.36 |
| 2+50   | 109.03 |      | 2+50 | 109.03 |      |
| 3+01   | 109.53 | 2.55 | 3+01 | 109.53 | 2.79 |



74122

45  
20 g. 1.20

900

5

0° 26

sin

.01018

on

.99995

20

.01018

20

1999900

20360

60

4036

999990

198.2

4036

39639

36324

33150

32288

8620

8072

$$\begin{array}{r} 74+42 \\ 74+36 \\ \hline 56 \end{array}$$

60

$$\begin{array}{r} 14.5 \\ -45 \\ \hline 725 \\ 580 \\ \hline 6.525 \end{array}$$

$$\begin{array}{r} 5.6 \\ 45 \\ \hline 280 \\ 224 \\ \hline 2.520 \\ 27 \\ \hline 29.5 \end{array}$$

$$\begin{array}{r} .00785 \\ 5.5 \\ \hline 4710 \\ 3925 \\ \hline 1043960 \\ = 2.2 \\ \hline .2439 \end{array}$$

in  
en

$$\begin{array}{r} .00785 \\ 1.99997 \\ \hline 5.6 \end{array}$$

$$\begin{array}{r} 599982 \\ 499985 \\ \hline 5.5998320 \end{array}$$

(268.9

$$\begin{array}{r} 60 \\ 65.5998 \\ 4878 \\ \hline 16819 \\ 14634 \\ \hline 21858 \\ 19352 \\ \hline 23460 \\ 21951 \\ \hline \end{array}$$



$$\begin{array}{r} 74 + 72 \\ 74 + 65.5 \end{array}$$

$$6 - 0.12$$

$$\begin{array}{r} 6.6 \\ .30 \\ \hline 1.980 \end{array}$$

$$\begin{array}{r} .30 \\ \hline \end{array}$$

.3

$$\begin{array}{r} 0^{\circ} 2' \\ 0^{\circ} 9' \\ \hline 0^{\circ} 11' \end{array}$$

$$\sin = .0032$$

$$\cos = .9999$$

$$\begin{array}{r} .0032 \\ 6.6 \\ \hline 192 \\ 102 \\ \hline 102112 \\ = d \\ 04 \end{array}$$

$$D .06112$$

$$\begin{array}{r} 6.6 \\ \hline 599994 \\ 599994 \\ \hline 6.599934 - 2 \\ 30 \\ \hline 36.5999 \end{array}$$

$$\begin{array}{r} 598.82 \\ \hline .06112 \overline{) 36.5999} \\ 30560 \quad 000 \end{array}$$

$$0^{\circ} 06'$$

$$\begin{array}{r} 60399 \\ + 5008 \\ \hline 53918 \\ 48896 \\ \hline 50140 \\ 48896 \\ \hline 12440 \\ 12222 \end{array}$$

$$\begin{array}{r} 75 + 02.1 \\ \underline{30} \\ 74 + 72.1 \end{array}$$

$$\begin{array}{r} 0^{\circ} 30' \\ 15' \\ \underline{60} \\ 900 \end{array} \quad \begin{array}{r} .15' \\ \underline{7} \\ 1.05 \end{array}$$

$$\begin{array}{r} 22.1 \\ .15 \\ \underline{11.05} \\ 22.1 \\ \underline{3.315} \\ 3. \end{array}$$

$$\begin{array}{r} 15' \\ \underline{18} \\ 1.28 \end{array}$$

$$74 + 52$$

$$\begin{array}{r} 20' \text{ of } 18 \\ \underline{3} \\ 6.0mm \\ 9 \end{array}$$

$$0^{\circ} 151$$

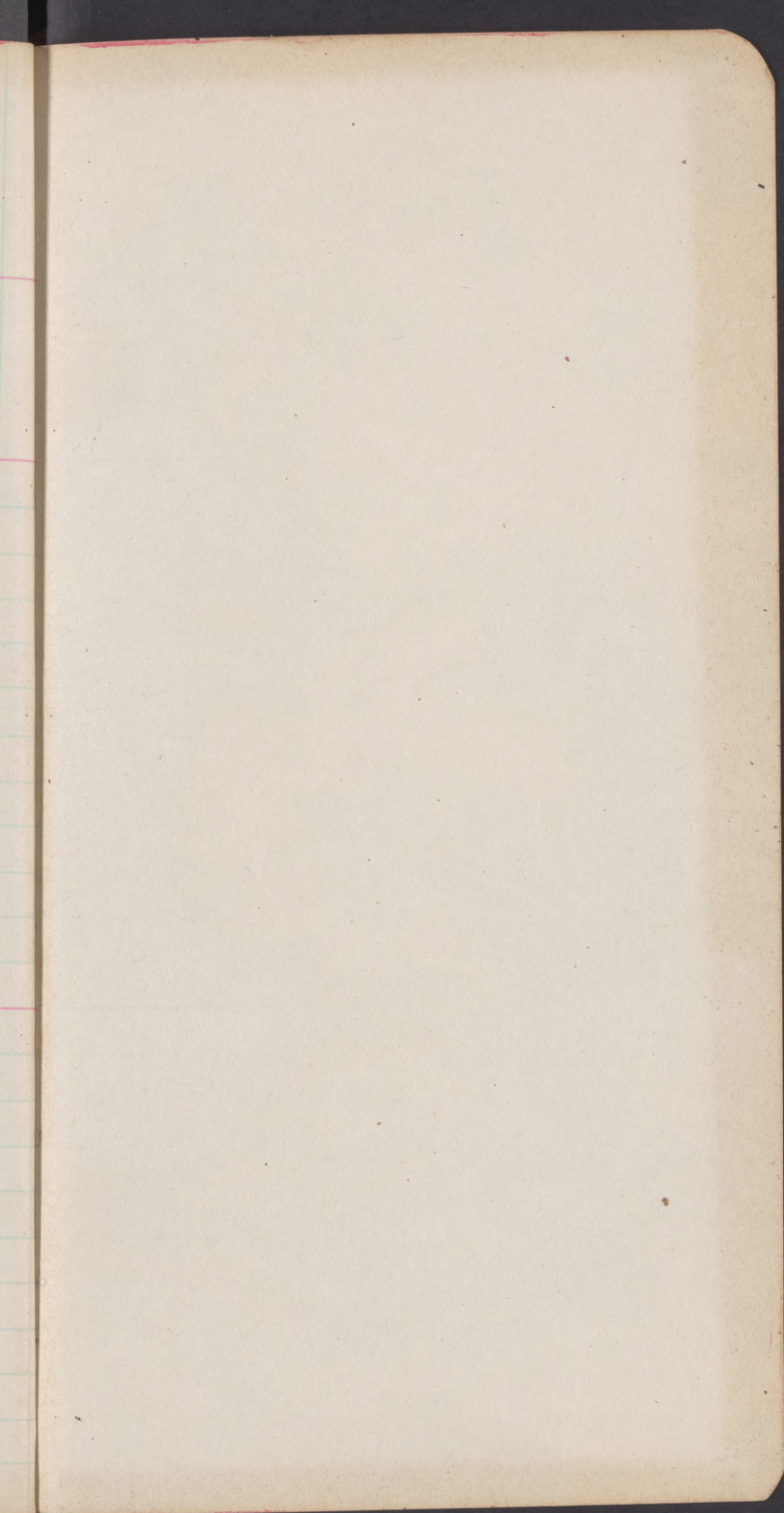
$$mm . 00436$$

$$cor . 99999$$

$$\begin{array}{r} .00436 \\ \underline{20} \\ 2.08720 \\ 0.5 \\ \underline{1272} \end{array} \quad \begin{array}{r} 1999980 - 0 \\ \underline{39308} \\ 49.999800 \\ \underline{3816} \\ 11839 \\ \underline{11428} \\ 3918 \\ \underline{3816} \\ 10200 \end{array}$$



27  
89  
74





→ 4  
40

20  
6  
10

102

30  
30.5  
85 48.8  
2.5  
51.3

74  
45  
40

1637

$\frac{1.5}{1.5} = \frac{10}{x}$

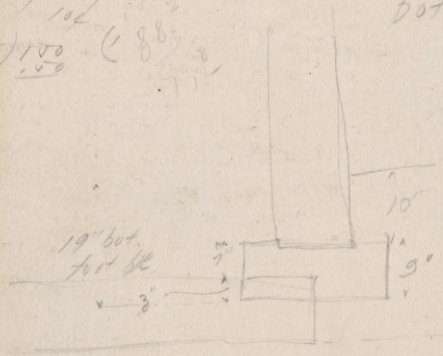
5.83  
3.96  
1.87 top + 1c

bot. stringer

1.5 = 150  
100

1500

1.5/100 = 1.88



3.88  
5.76  
1.88

750

75

4 + 89

750  
3  
2250  
75  
1125  
1575  
168.75  
120  
2048

255  
15  
1125  
125  
33.75

225  
20  
67.50  
33.75  
101.25  
6  
1041.4

760  
500

4.00  
225  
45  
67.5  
15

75

604.95  
7.5  
297.5  
346.5  
0376.25

2713

22 7/62 1A

21.2

8-51

13.25

1-25

3.86

3, 5, 7

32

53.10

1

106.03

194.7

1. 3 2

25

1.57

22' 6

22

106.03

104.46

1.58

106.03

104.71

1.32

4490

82-76

213



